



HANDBOOK FOR SHIPS 2015



Sunset at HMAS COONAWARRA, Darwin NT

Sponsored by
Naval Harbour Master - Darwin
Darwin Naval Base
Larrakeyah Barracks
Larrakeyah NT 0820

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The Darwin Handbook for Ships

LIST OF AMENDMENTS

Amendment No

Date of Issue

Date Inserted



HMAS COONAWARRA

DARWIN HANDBOOK FOR SHIPS

The Darwin Handbook for ships has been designed as a Port Services ready reference for use by all Naval units visiting both HMAS COONAWARRA Naval Base and the commercial Port of Darwin.

The handbook has been issued under the authority of the Naval Harbour Master, HMAS COONAWARRA and supersede all previous issues.

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LEUT, RAN
Naval Harbour Master
HMAS COONAWARRA

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PART ONE

EMERGENCY AND FREQUENTLY USED TELEPHONE NUMBERS

101 FIRE AND POLICEDial 000

102 OIL SPILLS

POSTION	In Hours	Out of Hours
HMAS COONAWARRA	08 8935 5801	0419 036 358
Commercial Wharves	08 8999 3867	0419 840 041

103 MEDICAL & DENTAL

COONAWARRA Medical Centre	08 8935 5233	Robertson Barracks
Robertson Barracks	08 8935 3887	
Darwin Private Hospital	08 8920 6055	
Royal Darwin Hospital	08 8922 8699	
Dental	08 8923 5456	
Emergency	000	

104 HMAS *Coonawarra* Command

Commanding Officer	08 8935 5212	CWA OOD
Executive Officer/ Operations Officer	08 8935 5213	CWA OOD
CWA OOD	08 8935 5425	0417 843 949

105 HMAS *Coonawarra* Port Services

Naval Harbour Master	08 8935 5806	0407 612 052
Operations Manager, Port Services	08 8935 5801	0427 975 066
Duty Port Services Manager		0419 036 358
Armoury	08 8935 5427	0427 001 809

Naval Fuel & Oil Installation	08 8981 5327	0408 843 771
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106 HMAS Coonawarra Administration

Chaplain	08 8935 5133	0409 662 823
COHSM	08 8935 5654	
COSEC	08 8935 5212	
CPONPC	08 8935 5780	0417 082 491
Crew Facility Manager	08 8935 5831	0419 036 358
FICTS	08 8935 5813	
FLSE – CPOSN	08 8935 5477	0417 844 348
FLSE – POCK	08 8935 5273	
FLSE OIC	08 8935 5168	0419 818 807
FSU – Shore Power Connection	08 8935 5405	
FSU – WO FWU Darwin	08 8935 5410	
FSU OIC	08 8935 5400	
FTAC	08 8935 5723	
Gymnasium	08 8935 5530	
Imagery Specialists	08 8935 8515	
Legal Officer	08 8935 5371	
Mail Room	08 8935 4579	
Navy Registry	08 8935 5401	
NPMCA Darwin	08 8935 5957	
NT-SAC	08 8935 5673	
PERSO	08 8935 5154	
Ships WO	08 8935 5246	

107 Defence Support Group (DS-C/W)/Base Services

Manager Base Services	08 8935 5315	
RAN Liaison Officer	08 8935 5683	
Garrison and Estate Support Manager	08 8935 5680	
Estate Support Officer (CPOMT)	08 8935 5359	
Environment Services Officer	08 8935 4619	
Customer Service Centre	08 8935 5357	
Accommodation Cell	08 8923 5370	
Clothing Store	08 8935 4439	
Comprehensive Maintenance Services Help Desk	08 8923 5370	

107.1 DSG does not receive signals. An email or phone call is usually more effective. Base Services does not replace the Help Desk function.

108 Defence Maritime Services (DMS) – Port Services Contract

Business Unit Manager	08 8935 5614	
Operations Manager	08 8935 5279	

109 HQNORCOM

Watch keeper	08 8935 8540	
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1010 PBGRPHQ

CSO Patrol Boats	08 8935 5280	
Fleet Chaplain	08 8935 5183	0457 712 743
Staff Officer Capability	08 8935 5282	

1011 Darwin Home Ported Units

Pennant	Ship	CO MOB
83	HMAS Armadale	0447354381
84	HMAS Larrakia	0427185912
85	HMAS Bathurst	0428290908
86	HMAS Albany	0408937134
87	HMAS Pirie	0437218977
88	HMAS Maitland	0418762515
89	HMAS Ararat	0428220339
90	HMAS Broome	0429317163
92	HMAS Woolongong	0427715241
93	HMAS Childers	0429456634
94	HMAS Launceston	0424505341
95	HMAS Maryborough	0418815910
96	HMAS Glenelg	0408113469
362	Cape Byron	0400143317
		0429924926
363	Cape Nelson	0447391322
		0428882174

1012 Help Desk Numbers

a. Garrison support services. Transfield Help Desk number is 1300658975, this operates 24/7. All requests for any Garrison support or repair is to be logged on form AF547, all requests for Port Services and wharfs are to be coordinated by Wharf Manager, either log a job and give details to wharf manager or contact Wharf Manager who will log the job. If logging a job the contact for any logged jobs for port services is the Wharf Manager on 08 89355816

- b. Defence Restricted Network 133 272
- d. Defence Voice Network 133 136
- e. Defence Secret Network 133 137

1012.1 Be prepared to have the following information:

- The Defence base and asset number concerned,
- The requirement in as much detail as possible,
- POC Wharf Manager 08 89355816 and
- Alternative POC Operation Manager 08 89355801.

PART TWO

GENERAL NAVAL ORGANISATION IN DARWIN

201.1 The Commanding Officer HMAS *Coonawarra* is also the Senior Naval Officer Northern Australia (SNONA), and acts as CN's representative in Northern Australia.

201.2 SNONA is responsible for:

- a. The maintenance and continual development of a positive image for Navy, working actively in explaining government policy, promoting Navy and Defence with government, members of parliament, industry and other stakeholders,
- b. Monitoring overall service conditions of Navy personnel in the north,
- c. Representing Navy at the community level,
- d. Providing leadership and management, improving communication with personnel, and promoting harmony and commitment, and
- e. Maintaining professional standards, ethos, discipline and morale, and promoting ethical, legal and proper behaviour.
- f. Administration control of personnel posted to Darwin area, see HMAS *Coonawarra* Standing Orders.

201.3 *Coonawarra* is a Fleet Command asset under the command of Commander Australian Fleet (COMAUSFLT). COMAUSFLT has delegated operational command of *Coonawarra* to Commander Shore Force (COMSHORE), who exercises this command through CO *Coonawarra*. CO *Coonawarra* is responsible to COMSHORE for the provision of port and administrative services within the North Australian Area (NAA) in support of locally posted personnel, HMA Fleet, and units of foreign Navies as directed.

201.4 Geographically located within Larrakeyah Defence Precinct, *Coonawarra* is home to other lodger units including:

- a. The Patrol Boat Sustainment and Project Office (PBSPO Darwin),
- b. Army Maritime Operations (36 WTT),
- c. Fleet Support Unit Darwin (FSU Darwin),
- d. Fleet Information Communications Technical Support (FICTS), and
- e. Fleet Logistic Support Element (FLSE Darwin).

PART THREE

PORT SERVICES ORGANISATION – DARWIN

301 Naval Harbour Master – Darwin (NHM-D)

301.1 The Naval Harbour Master - Darwin is responsible to the Commanding Officer of *Coonawarra* for Safety and Security of the Port Services area. The delivery of port services including wharf management, asset control. The NHM-D is also responsible to the Master Attendant for National Port Services Management issues relating to the Fleet Marine Support Contract (FMSC), Harbour and other Maritime Authority interaction, wharf management and asset control and must comply with National Port Services guide issued by the Master Attendant. The following is an outline of the management and authority held by NHM-D;

- a. Manage Port Services Organisation at *Coonawarra* and coordinating the provision of shore services and facilities to visiting naval ships whilst in port;
- b. Manage Armoury at *Coonawarra*, accountability of weapons held and the personnel working there;
- c. Manage the Defence Fuel Instillation – Maritime (DFI-M), assets and personnel;
- d. Be the contract manager for the FMSC liaise with DMS for operation and maintenance of Naval Support Vessels;
- e. Coordination and provision of emergency services within the *Coonawarra* basin;
- f. Coordinate and liaison with civilian authorities to provide RAN units with specific assets that they may require for maintaining operational capability, beyond the scope of those available at *Coonawarra*;
- g. Liaising with Naval Agents, customs and quarantine authorities in ports throughout the north of Australia (Broome, Derby, Wyndham, Gove and Groote Eylandt) with respect to approving radio pratique, customs clearance, quarantine and berthing arrangements for RAN units;
- h. Coordination and logistic support for ammunitioning and de-ammunitioning;
- i. Management of the wharf, its facilities and surrounds, including general appearance and ecological aspects, including control, prevention and containment of oil/fuel spills within Naval Waters;
- j. Maintaining the competency and qualifications of personnel in operating and maintaining equipment including boats, high risk work permits;
- k. Conduct of fuelling operations within *Coonawarra* Basin and commercial wharves; and
- l. The aim of the Port Services Organisation in Darwin is to provide a timely, high quality, pro-active service to all Naval Vessels whether they are being berthed at *Coonawarra*, in the Commercial Port or at anchor in Darwin Harbour and ensure that Port Services becomes an integral part of the Port of Darwin.

302 Operations Manager, Port Services Darwin (Formally Assistant Port Service Manager – Darwin)

302.1 Port Services Office Darwin located in the Crew facility. The first Point of Contact in Darwin for all matters is the Operations Manager on Tel 08 8935 5801 or e-mail portservices.darwin@defence.gov.au. After Hours the Duty Port Services Manager (DPSM) is available on 0419 036 358.

302.2 Ops Manager, and in his absents the Duty PSM, is responsible for the following;

- a. Co-ordination and conduct of berthing movements for ships and support craft. Co-ordination of all LOGREQs in the NAA;
- b. Customs and Quarantine inspections;
- c. Garrison Support Contractors (i.e. waste and garbage removal);
- d. Coordinate and book DMS services (tug services, fenders, support craft, ship's boats);
- e. Coordinate with the Port of Darwin Authority for the allocation of commercial berth for Naval vessels and Pollution Contingency Plan for Port Darwin Naval Waters;
- f. Co-ordinate all incompatible operations, and the control use of Naval Waters;
- g. Co-ordination fuelling with DFI, DMS SPWFL MC ARTHUR; and
- h. Co-ordinate all movements in and out of the *Coonawarra* Basin monitoring VHF Ch 14 during working hours.

303 Wharf Manager

303.1 The Wharf Manager is responsible for;

- a. Both Attack and Fremantle wharves, safety, up keep and maintenance;
- b. Divisional CPO for all Junior Sailors at Port Services;
- c. Facilities and equipment associated with the wharfs;
- d. Fenders, their maintenance and storage areas;
- e. Port services small boats, trailers and associated gear at Port Services;
- f. Co-ordinate the watchbill for Port Services;
- g. Ensure planned maintenance on wharfs, all vehicles, boats and associated equipment (i.e. pumps, hoses etc);
- h. All training, certification of personnel are such that Port Services are able to provide services to all naval units and visiting ships; and
- i. Log or have logged all defects on wharf's, Port Services buildings and storage areas, co-ordinate with contractor.

304 Duty Port Service Manager

304.1 DPSM is responsible to the NHM-D for the out of hour's management of *Coonawarra* basin.

304.2 The Officers and Senior Sailors posted to Port Services act as the DPSM. The DPSM is responsible for actioning all out of hour's signals and requests, is the first point of contact for all out of hours issues related to Port Services.

304.3 The DPSM attends all out of hour arrivals and departures in the *Coonawarra* basin, with the exception of support craft, and monitors VHF Channel 14 (Call Sign COONAWARRA Tower) from 30 minutes prior to 15 minutes after ship movements in the Basin as a mandatory safety requirement.

304.4 Where Major Fleet Units are proceeding to anchor in Darwin Harbour the DPSM will normally close up in the Port Operations Room at least 30 minutes prior to the ships time at anchorage. The DPSM will remain closed up until the key elements of the Harbour Support Plan have been completed. The DPSM can be contacted on 0419 036 358.

305 LOGREQs

305.1 In accordance with [AFTP1\(C\) \(AFGO's\) Part 2, Chapter 201.117](#), "LOGREQ signals are to reach the appropriate authority at least 48 hours before ETA or, if the ETA is during the weekend or on a public holiday, two working days before the public holiday commencement. They are to include Force Protection requirements. All LOGREQ signals are to be sent to NHM-D and DEFFUEL regardless of whether fuel is required or not."

305.2 LOGREQ messages are to be sent for 'Info' to HMAS COONAWARRA, HQNORCOM, and FLSE-D by UNCLASSIFIED Precedence signal. Routine LOGREQ signals received after hours are not passed on to the DPSM by the COMCEN and, accordingly, will not be seen or actioned until the next working day.

305.3 Advance notice of victualling requirements is to be forwarded to FLSE-D preferably via Email or LOGREQ with a minimum of two working days prior to arrival. Ships deploying to ports in the NAA other than Darwin are advised that fresh vegetables and meat are only available in small quantities and in all cases require five working days notice to ensure delivery. LOGREQ are for Fresh Fruit & Vegetables, Milk and Bread on arrival only. All other requirements should be made by pre-positioning stores in advance through Foodservices. LOGREQ are to be utilised in an emergency for all other requirements dependent upon Operational requirements. Large orders are deemed, as poor planning and MWV are to be conversant with endurance load statements for MWV. A MWV that requires berthing at *Coonawarra* under the minimum Endurance Load Statement is to obtain prior approval from vessels OP CON.

306 Meals whilst alongside

306.1 All duty watch meal requests are to be sent to the Food Services Manager (FSM) for the duration of the visit and notated on the LOGREQ. The FSM is the POC for placement of Meal Requests for all MWV's and will register and approve all meal requests and place them with SERCO. No more than 6 duty meals will be provided to any one MWV without proper justification.

PART FOUR

CYCLONE WARNINGS AND EMERGENCIES

401 Cyclone Procedures

401.1 Darwin is within the southern zone of tropical revolving storms. The season extends from October to May and the Port environs may be affected at any time during this period. Since record keeping began the only month when a cyclone has not affected the Port of Darwin is July.

401.2 All ships entering the port or *Coonawarra* during the "Cyclone Season" are to read and comply with copies of the Darwin Port Authority Port Cyclone Procedures. Ships berthing in the commercial port will receive a copy of HMAS *Coonawarra* Port Cyclone Orders, which includes an abbreviated copy of those requirements, from their VSLO on arrival. NHM-D will also provide the Command with a short verbal brief.

401.3 The NHM-D issues an updated copy of [HMAS Coonawarra Port Cyclone Orders](#) each year. Hard copies of the Port Cyclone Orders can be provided to home ported and visiting ships.

401.4 The following information is valid for planning purposes for Commanding Officers of naval vessels berthed both at Darwin Naval Base and in the commercial port:

- a. Experience has shown that in the lead up to a cyclone the initial prevailing weather tends to be from the East or South East,
- b. Dependant on the strength and speed of advance of the cyclone, weather and sea in Darwin Harbour can deteriorate very rapidly (within Six hours),
- c. Ships on operational visits to Darwin during cyclone season should remain at Four Hours Notice for Sea whilst alongside,
- d. The entrance to *Coonawarra* Basin is open to south east and the basin experiences considerable surge as a cyclone approaches,
- e. The *Coonawarra* Synchro lift is located in an exposed position at the entrance to the basin and is rapidly effected by building seas in the harbour,
- f. The maximum steady wind speed for operation of the *Coonawarra* Synchro Lift is considered to be 15 knots, noting that in cyclonic conditions wind gusts of double the steady wind speed are not unusual,
- g. Cold moving a vessel in the restricted area of *Coonawarra* in steady wind speeds above 15 knots is an evolution fraught with danger and would only be attempted in an absolute emergency,
- h. Generally, the minimum tide for lifting or lowering vessels on the *Coonawarra* Synchro lift is considered to be 3.0 metres above chart datum, rising, and
- i. The final decision on whether a vessel will be lifted on the *Coonawarra* Synchro lift lies with OIC FSU Darwin and NHM-D.

401.5 *Coonawarra* SSO also sets out in detail the various stages of alert and warning, together with actions to be taken in the case of an approaching cyclone. Ships may be placed on short notice for sea and are required to maintain themselves in sea going condition at all times.

PART FIVE

ENTERING PORT OF DARWIN

501 Local Time

501.1 Local time (Australian Central Standard Time, time zone I/K) is Zulu plus 9 hours and 30 minutes. Daylight saving is not practiced in the Northern Territory. When advising arrival, departures or rendezvous times it is preferable to give them in Zulu followed by the local time in brackets.

502 Climate

502.1 The “Dry Season” in Darwin runs from May – Oct (approx) each year. Temperatures range from 15° – 34°C with a humidity of approx 65% in the AM and 35% in the PM.

502.2 The “Wet Season” lasts from 01 November through to 30 April each year. This is also the Cyclone Season. Temperatures range from a low of 26°C to a high of 36° C daily, with humidity between 100% in the morning and 60% by lunch time as the temperature rises and burns off the humidity. With the combination of heat and humidity sun screen and hydration are even more critical than during the Dry Season. During the wet season a monsoon trough forms, this is a line off low pressure across northern Australia in which monsoonal storms and torrential rain occurs. The monsoonal trough is also where cyclones will form up and cyclones will travel within the trough line, unfortunately the trough line will continually move, cyclones and the trough are unpredictable as the disturbance continues to develop.

502.3 Darwin is situated in the tropics and lies within the southern tropical cyclone belt and has historically been affected by cyclones. The city has experienced severely destructive cyclones four times in the last 100 years.

502.4 Darwin also holds the record for the greatest number of lightning strikes for any port or capital city in Australia.

503 Darwin Harbour

503.1 The Darwin Port Corporation is the body responsible for the control and management of the land, waterways and facilities within the Port of Darwin. The Darwin Port web page can be found at www.darwinport.nt.gov.au. It contains information on shipping movements and services, port security information and full details of all wharves.

503.2 Information on Darwin Harbour, pilotage and commercial wharves can be found in Australian Fleet Port Guide and the Australian Pilot Vol 5. Minor War Vessels (MWV's) required to berth at Commercial Wharves are to do so with adequate fendering between the wharf and any outboard ship, as the wharfage in the port is particularly exposed to the wet and dry season storms from the South East. Pontoon, camel and Yokohama fenders can be arranged through the NHM-D.

503.3 During the dry season strong prevailing south easterly winds of up to 25 knots are not unusual. These conditions are usually experienced during the forenoon, generally falling away to calm conditions in the afternoon. In these conditions Commanding Officers should consider timing their arrival for slack water, or the early afternoon, when the south easterly drops off.

503.4 In accordance with the Australian Pilot Vol V and Admiralty List of Radio Signals Vol 6 (4) all ships and submarines are to establish communications with the Darwin Port Corporation (C/S "Darwin Harbour" on VHF 10), calling when passing Channel Rock Buoy and Charles Point Patches, both inbound and outbound. This requirement applies equally to ships berthing at *Coonawarra* and in the commercial port.

503.5 Darwin Harbour will provide clearance for harbour movements and traffic reports for vessels departing / arriving from both *Coonawarra* and commercial berths. Darwin Harbour is utilised by the offshore oil industry and substantial tows, including the movement of oil rigs in and out of the harbour, is not unusual.

503.6 A gas ship exclusion zone of 1000 metres ahead and 500 metres on the beam and astern is in force when LNG Tankers are moving within the Harbour limits. Harbour control will advise when these shipping movements occur. It is recommended that ships adjust departure/arrival times when LNG tanker is underway in the port.

504 Tides

504.1 The Port of Darwin is renowned for its high tidal range. For a ship entering the port at high water the harbour is an expanse of water which goes right up to the edges of the cliffs, mangroves and rock retaining walls and laps close under the wharves themselves. For a ship entering at low water the harbour seems much smaller with expanses of exposed sand and mud banks and wharves towering nine metres above the harbour.

504.2 This effect is most noticeable to MWV's entering the *Coonawarra* basin. For Commanding Officers of MWV's making their first entry to Darwin on a spring tide it is suggested that consideration be given, if practicable, to adjusting their time of arrival to be within the last hour of the flood.

504.3 Darwin experiences a tidal range of up to 8.5 metres with the highest spring up to 8.2 metres above chart datum and the lowest spring low being as low as -0.3 metres below chart datum. At neap tides however, this tidal range can be as little as 1.5 to 2.0 metres.

504.4 At its peak in springs this high tidal range results in very strong rates of ebb and flood, with rates of 3 to 4 knots not being uncommon depending on where in the harbour a ship is located.

504.5 The following general considerations should be made;

- a. When berthing at Fort Hill Wharf consider berthing bow to tide, sheering across the wharf can cause difficulties even with tugs attached, having tugs attached at Forth Hill Wharf needs close attention, the tidal rate, sheering and speed of the ship can have catastrophic consequences,
- b. Where possible consider timing arrival at the berth for 30 minutes prior to high water or at or near slack water, and
- c. Noting the height of the wharf above chart datum (9.6 metres) slack high is preferable to slack low.

NOTE. Particularly during spring tides the ebb flow has been noted to start up to 20 minutes prior to the time of high water published in the Australian Tide Tables with the ebb bring noticeable stronger on the port side of the channel as a ship enter the harbour and passes Emery Point.

505 Charts

505.1 Visiting foreign naval ships should ensure they carry sufficient charts as a limited range of Australian and BA Paper Charts can only be obtained from nautical suppliers in Darwin. The range is largely limited to Northern Australian and Indonesian waters.

506 Communications

506.1 The following VHF Channels are used in the Port of Darwin:

CH	USED BY	TYPE OF USE
6	DPC Lockmaster	Lockmaster Frances Bay Marina to communicate with vessels
8	Tipperary Waters	Lockmaster Tipperary Waters Marina to communicate with vessels
9	Wickham Point	LNG Jetty Tug and Pilot operations
10	Darwin Harbour Control	Darwin Harbour Port working frequency
11	Cullen Bay	Lockmaster Cullen Bay Marina to communicate with vessels
12/13	Ships and tugs	Ships manoeuvring with the assistance of tugs
14	Port Services	Coonawarra Tower, navy working in the basin
15	All ships	All ships Inter-ship (low power) communications
16	ALL SHIPS	EMERGENCY All ships Routine Calling and Distress
17	All ships	All ships Inter-ship (low power) communications
18	Perkins	Perkins Shipping in Sadgroves Creek
68	Bayview Marina	Bayview Marina Lockmaster to communicate with vessels
69	RAN working	Naval vessels Navy working frequency in the Port
72	All Ships	General Chat Channel, also used by Australian Customs
77	All Ships	All ships Inter-ship communications

506.2 VHF Communications in Port Darwin is detailed in Australian Pilot Vol 5 and as mentioned. Ships should report their intended movements and obtain traffic reports by calling VHF Ch 10 "Darwin Harbour" prior to sailing.

506.3 Coonawarra basin, call sign "**COONAWARRA Tower**", maintains a listening watch on VHF Channels 10, 14, 16 and 69 and digitally records these channels 24 hours a day. The Tower is officially manned from 0700 to 1600 Monday to Thursday and 0700 to 1230 Friday, and after hours for all planned movements from 30 minutes prior to 15 minutes after ship movements in the Coonawarra Basin and from 1 hour prior to 30 minutes after warship movements in the commercial port. These hours may extend depending on ship movements and other operational requirements.

506.4 MWV's and tenders working in Coonawarra basin after hours are to broadcast their intentions on VHF 14 as a warning of their intentions. "**ALL STATIONS (repeat three times) THIS IS MY INTENTIONS IS TO ENTER / DEPART CWA BASIN.**"

"COONWARRA Control" is not to be used as the station is not manned.

Ships working tugs are to use navy working VHF Ch 69.

506.5 A MWV which will be receiving another vessel outboard is to set watch on VHF Channel 14 at least 20 minutes prior to the scheduled arrival time of the expected vessel.

506.6 UHF Channel 2 for safety in *Coonawarra* Basin. Vessels are to maintain a continuous (dual) listening watch on VHF CH 10 and 14 when underway, secured to the buoy or anchored, within harbour limits. All ships alongside *Coonawarra* Basin are to also monitor UHF Channel 2 (24hrs) for safety and monitoring of activities in the Basin. All fuelling operations are to be conducted on UHF Ch 10.

506.8 Initial calls for approval to move with in the *Coonawarra* Basin are to be made on VHF 14, before chopping to VHF 69 for tug control if required.

506.9 Radar and AIS. The commercial port of Darwin and pilot boats that operate in the port have all been fitted with Radar and AIS. *Coonawarra* Port Services is also equipped with a Bridgemaster Echo Radar and AIS.

FOR OFFICIAL USE ONLY	AFTP 1(C)	403E-20	ANNEX E
AIS Operating Mode	Occasion	Intent	Note
Receive Only	At all times when outside Port Limits and not deemed necessary for collision avoidance	Correlate vessel track information, aid collision avoidance and establish RMP	If Receive Only is deemed necessary in the Great Barrier Reef Marine Park then full REEFREP reporting is to be maintained (e.g. VHF or INMARSAT) with REEFVTS
Transmit 'Australian Warship'	1 hour prior to entering Port; and whenever underway or at anchor within Port Limits and only one Australian Warship is in the Harbour	Show presence with minimum danger of releasing own information	<u>Only the following information is to be transmitted:</u> Ship Name; Ships MMSI; Ship type; Course; Speed; Turning rate; and Size of the vessel. NO PASSAGE INFORMATION IS TO BE TRANSMITTED Receive Only mode may be justified when deemed necessary to conduct a tactical transit. In this case full VTS reports are required
Transmit 'HMAS Shipname'	1 hour prior to entering Port; and whenever underway or at anchor within Port Limits (inc all Naval Ports), Great Barrier Reef Marine Park or when passing through mandatory VHF reporting areas/traffic schemes	Encourages trust between Port Authorities and aids with vessel traffic management	

Table 1

All RAN units are to include MMSI details on the SPEC INFO line of all OPSTAT UNITS.

506.10 In accordance with the advice contained in Australian Fleet General Orders above HMA Ships approaching, manoeuvring or anchoring in the Port of Darwin are to transmit on AIS giving

ships name to assist the commercial port and pilots in their picture compilation. Information transmitted is to include the ships name. Visiting foreign warships are to follow RAN practice.

507 Incidents in Port of Darwin

507.1 Any incident involving commercial shipping or pleasure craft in Port Darwin, or its approaches is to be reported through the ship's chain of command. Additionally, however, it is also to be reported by signal to PSM- DARWIN, HMAS COONAWARRA and the MASTER ATTENDANT as soon as practicable after the incident occurs. NHM-D or the Master Attendant, as appropriate, will liaise with the Harbour Master.

507.2 Commanding Officer's should also consider providing a short telephone brief to the NHM-D as soon as practicable after the incident occurs.

507.3 Port Services Darwin continuously records VHF Channels 10, 14, 16 and 69, as does the Port of Darwin.

508 Coonawarra Wharves

508.1 *Coonawarra* wharves are designed to accommodate a variety of MWV's and Support Craft. *Coonawarra* has two wharfs, Attack Wharf three berths (A1 to A2) and Fremantle Wharf three wharfs (F1 to F3). Berthing allocation and all control of movements within *Coonawarra* Basin and both wharfs are the responsibility of the NHM-D. The DPSM will be present for all scheduled ship movements within the *Coonawarra* basin out of hours.

508.2 Berthing and slipping parties for all ships berthing alongside the wharf within the *Coonawarra* basin and for all visiting naval ships in the commercial port are provided by the Port Services organisation.

509 Daily Activity Schedule and Harbour Support Plan

509.1 On all occasions when a ship or ships are proceeding to berth or anchor in Darwin Harbour and will require multiple services the *Coonawarra* Port Services department will produce a Daily Activity Schedule (DAS) and when necessary a Harbour Support Plan (HSP).

509.2 The DAS details all waterborne services that will be provided to a ship or ships at anchor in the harbour (e.g. fuel, water, stores, lighters, tugs, liberty boats etc), and all harbour movements, over a 24 hour period. The DAS also includes the times of sunset, sunrise and tides. The DAS is generally released by the Port Services Office by 1430 Monday to Thursday, the schedule covering the weekend (including Monday) by 1130 Friday and is released by immediate signal to all ships in the NAXA.

509.3 The DAS is a planning document the purpose of which is to advise all ships of the support that will be provided to them by Port Services Darwin, and the sequence in which that support will be provided, thus allowing ships to plan their daily routine. The DAS is the approving authority for all incompatible operations. Incompatible operations not listed on the schedule may not be approved. The DAS is only as good as the information provided to Port Services when it is being compiled.

509.4 Ships are to ensure that all inputs to the HSP are provided to Port Services by 1200 on the previous day. Input can be submitted by email (portservices.darwin@defence.gov.au), telephone 08 8935 5801, facsimile 08 8935 5808 or signal PSM DARWIN. The initial HSP for a ship's visit

will be compiled from information contained in the ship's LOGREQ signal, Visit Letter and any explanatory emails.

509.5 Whilst every effort will be made to meet unscheduled requests, serials promulgated in the HSP will take priority.

509.6 The NHM-D is the authority for all ship movements within the *Coonawarra* Basin.

510 Commercial Berth Allocation

510.1 The Darwin Port Corporation Harbour Master allocates all berths in the Commercial Port of Darwin. Berths are requested through NHM-D, normally by Visit Letter and then confirmed by LOGREQ, who will then negotiate with the Harbour Master. Whilst every effort will be made to arrange the optimum berth for the class of ship, and its particular logistic and operational requirements, commercial considerations will always take precedence.

511 Commercial Wharf Details

511.1 Commercial Wharf Details are as follows:

Fort Hill Wharf		
Depth alongside:	West Berth	10.2 metres chart datum (150 – 309m marks)
	East Berth	10.6 metres chart datum (0 – 150m marks)
Height above chart datum	9.6 metres	
Fender pile spacing	7 metres	
Wharf length	304 metres	
Construction	Steel Pile, concrete deck	
Wharf face	Shock mounted, rubber faced steel fender piles	
Access	Controlled / not open to general public	

511.2 An off lying dolphin is located 60 metres from the western end of Fort Hill Wharf and is used when securing a ship with a bow or stern overhang at the western end of the wharf.

East Arm Port	
Depth alongside	11.4 metres chart datum (minimum)
Height above chart datum	9.4 metres
Fender pile spacing	12 metres
Wharf length	720 metres
Construction	Steel Pile, concrete deck, land backed
Wharf face	Shock mounted, rubber faced, fenders mounted into the wharf face. These fenders have an inward sloping lower section and do not go all the way down to a Chart Datum tide. This system is unsuitable for waterline fendering
Access:	Controlled / not open to general public

511.3 Wickham Point LNG Terminal wharf is restricted to LNG tankers only.

511.4 Stokes Hill Wharf is now a tourist precinct, and is no longer considered to be a commercial wharf, and it is not included in the Port Security Plan.

512 Ceremonial

512.1 In accordance with AFTPIC article 321.62b, and due to the restrictive confines of the berths at *Coonawarra*, the practice of piping commissioned vessels when making final approaches to or departing berths at *Coonawarra* is only required by vessels on that side of the basin to which the ship is berthing/unberthing, unless an officer who is entitled to fly a flag or broad pennant is embarked. Ships alongside are to follow the *Coonawarra* "Prep" for colours and sunset.

513 Buoy's (Moorings)

513.1 There is one approved Naval Mooring in the Port of Darwin; this is referred to as the Submarine Buoy. The Submarine Buoy is located at 12° 27'.998 S, 130° 47'.631 E, in the vicinity of Talc Head. The buoy is a yellow 3 leg 2nd Class Admiralty Standard Mooring fitted with a foam filled "soft" mooring buoy and flashing light (White ISO (4)). It is nominally rated for vessels up to 16,000 tons.

513.2 Ships wishing to secure to the Submarine Buoy are to remove the light prior to use.

513.3 DMS is responsible for the maintenance of the mooring buoy and NHM-D is to be notified of any deficiency or damage caused to the mooring buoys.

513.4 An area of Naval Waters has been declared around the Submarine Buoy.

514 Anchorages

514.1 Anchorages are allocated by the Harbour Master Port of Darwin and can be requested through the NHM-D by signal, fax, email or telephone. Anchorages are marked on the Navigational Charts AUS 28, AUS26 and AUS 24.

514.2 Ships are not to anchor outside of the designated port anchorages without the specific approval of the Harbour Master. Ships requiring to anchor outside of the designated port anchorages are to advise of the requirement in their LOGREQ signal and NHM-D will seek agreement from the Harbourmaster's Office.

514.3 Ships are required to monitor VHF10 whilst at anchor in the port and are to advise Darwin Port on VHF 10 of their anchorage position, time of anchorage and time when anchor is aweigh.

514.4 DPC Anchorages from Charles Point to Inner Harbour

Name	Swing Circumference (m)	Latitude (South)	Longitude (East)	Vessel Length (m)	Min. Water Depth (m)
A1	340	12°19.0'	130°42.4'	200	17.0
A2	340	12°19.5'	130°42.8'	200	17.0
A3	340	12°20.0'	130°43.3'	200	15.0
B1	340	12°22.5'	130°45.1'	200	14.8
B2	340	12°23.0'	130°45.5'	200	12.7
B4	340	12°24.0'	130°46.3'	200	12.0
B5	340	12°27.6'	130°47.1'	200	15.0
C1	450	12°28.9'	130°49.4'	300	19.0
C2	450	12°29.42'	130°49.6'	300	19.0
C4	260	12°29.84'	130°49.8'	120	12.0
C5	260	12°28.88'	130°50.23'	120	9.6

C6	210	12°28.98'	130°50.47'	70	9.9
C7	210	12°28.99'	130°53.93'	70	8.0

514.5 During Major Fleet Exercises, where multiple ships will be at anchor, the NHM-D negotiates availability of the area IVO anchorage B5 (Talc Head) and requests the senior RAN ship participating to allocate and advise anchorage positions.

514.6 Anchorages C1 and C2 are not available when an LNG tanker is either expected or alongside Wickham Point gas terminal. A submarine gas pipeline has been laid from Wickham Point into the Timor Sea and runs along the western side of the navigable water in Darwin Harbour. It is marked on the nautical charts and anchoring within 500 metres is prohibited.

515 Coonawarra – Tidal Shears

515.1 During the ebb flow, notably during spring tides, a tidal shear line forms across the naval base breakwater between the outgoing water of the harbour ebb flow and the protected water inside the breakwater in the basin. It is recommended that at these times ships make a shallower approach to the berth in order to counteract the effect of the shear, between the ebb flow of the harbour and the comparatively still water of the basin, passing the breakwater at a safe distance.

515.2 The effect of the tidal shear will depend very much on the class of the ship, its hull configuration and the amount of power it has available with different classes of vessels being effected to a different extent. In particular the current RAN SML's, MHC's and Young Endeavour should exercise caution during this period of the tide and indeed it is strongly recommended that the SML's and Young Endeavour should consider adjusting their time of arrival to coincide with the flood tide.

515.3 Ships entering the basin during the spring ebb have reported experiencing the stern being pushed heavily to port by the ebb flow when the bow passes through the shear into the basin. This effect is due to the stern still being in the shear line whilst the bow has passed into still water. This effect can be lessened if the ship maintains power on through the shear line between the two bodies of water and applies port wheel briefly to counteract the stern being pushed to port.

515.4 These recommended actions need to be monitored closely depending on the state of the tide and weather conditions.

515.5 The visible tidal stream at Bennett shoal buoy (No. 8 buoy) is a good indication of tidal stream strength that may be expected at the breakwater. The tidal stream diagram for Darwin in the Australian National Tide Tables is reasonably accurate for prediction of tidal stream to be expected across the breakwater (see [504 Tides](#)).

515.6 It is recommended that the Bennet Shoal Buoy be rounded and left to port, at all stages of tide, before commencing the approach leg to the berth. This will ensure ships have adequate time to assess the tidal conditions being experienced across the breakwater and to adjust their approach accordingly.

515.7 Eddies and discolouration of water may also be apparent in the basin as the ebb flow strengthens – the formation, strength and direction of these eddies is dependant upon the weather conditions including the amount of rainfall experienced. During the dry season a strong, up to 25 knots is not unusual, prevailing south easterly wind can be experienced during the forenoon, usually falling away to calm conditions in the afternoon. In these conditions Commanding Officers should consider timing their arrival at *Coonawarra* for slack water, or the early

afternoon, when the south easterly drops off. Local conditions may be requested via VHF Channel 14 prior to a ship's approach to *Coonawarra*

516 Quarantine

516.1 IAW DI(G) LOG 4-4-007 para 20 "All vessels arriving from overseas must submit to DAFF BS a Quarantine Pre-Arrival Report for vessels form (eQPAR), no more than 96 hours and not less than 12 hours prior to the vessel arriving in Australia." For the purpose of overseas this includes Christmas and Cocos Keeling Islands. The form is available from <http://www.daff.gov.au/>.

516.2 On approaching the port and requiring pratique, ships are to advise *Coonawarra*, for information HQJTF 639 for OP RESOLUTE assigned ships, by precedence 'Unclassified' signal of their pratique requirements. The pratique signal (eQPAR) is to be numbered in accordance with the latest DAFF BS format.

516.3 For ships berthing at North Australia Area ports (Broome, Christmas Island, Gove, Wyndham, Derby, Groote Eylandt and Darwin) Pratique signals must be forwarded to reach Port Services Darwin by not more than 96 hours and not less than 12 hours prior to arrival at the First Port of Call. On receipt of the request for radio pratique NHM-D will liaise with DAFF BS and signal/email pratique when granted. The Quarantine Approval to Berth signal/email will include any Directions issued under Section 78A of the Quarantine Act. Ships are to have a copy of the Pratique Granted signal, or in the case of foreign warships the Quarantine Approval to Berth form faxed to them by their husbanding agent, available for inspection by the boarding DAFF BS Officer.

516.4 Pratique is to be requested when returning from a foreign port, including Christmas and Cocos (Keeling) Islands, when boarding operations have been conducted on a foreign vessel, regardless of whether they were apprehended or not and where personnel who departed from a foreign port have been embarked. The pratique signal is also to include advice of any fishing gear seized and any Foreign Fishermen held on board.

516.5 The Quarantine Anchorage is 0.3 to 0.5 nm west of the Quarantine Buoy (No 10) at 12.28 South and 130.50 East in good sand holding ground with not less than 15m of water. Vessels required to proceed to the Quarantine Anchorage are to display the appropriate signal (by day, code flag QUÉBEC; by night, all round red over white lights) until clearance is obtained.

517 Cold Moves

517.1 NHM-D is the port Pilot and the authorising officer for allocation of Pilots for Naval Vessels' in Darwin Harbour. NHM-D is responsible to the Master Attendant and CO *Coonawarra* for ensuring safety of all moves within the *Coonawarra* basin.

517.2 All MWV cold moves are to be carried out, or supervised by, an appropriately qualified Naval or Darwin Port Corporation Pilot. Appropriately qualified Naval Officer is considered to include Long N or Advanced Qualified Navigators and Restricted Naval Pilots (either MFU or MWV endorsed). With a suitably qualified officer supervising, all COs are encouraged to conduct their moves in order to become qualified for future moves. Further advice can be found Ships should prepare a RAN Pilot Card ([WEBFORMS AD423](#)) for the pilot.

517.3 All ships being moved cold, that are not assessed to be Restricted in their Ability to Manoeuvre, are to indicate their 'cold' status by use of the Flag Hoist International Code DELTA.

517.4 RAN Tugs SPRIGHTLY and KOWARI are the usual tugs for undertaking MWV cold moves in *Coonawarra*.

518 Tugs

518.1 Five commercial tugs and two Navy tugs are available in the Port of Darwin:

a. The commercial tugs are:

Name	Operator	Configuration	Bollard Pull
GINGA	Svitzer	Twin Azimuth Drive Tractor	57 tonne bollard pull
LARRAKIA	Svitzer	Twin Azimuth Drive Tractor	55 tonne bollard pull
MARRAKAI	CTB	Z-Peller	47 tonne bollard pull
WYONG	CTB	Z-Peller	48 tonne bollard pull
KARAMA	CTB	Twin screw Kort Nozzle	16 tonne bollard pull

b. The two Navy tugs operated by Defence Maritime Services (DMS) for Navy are:

Name	Operator	Configuration	Bollard Pull
SPRIGHTLY*	DMS	Azimuth Stern Drive (ASD)	30 tonne bollard pull
KOWARI*	DMS	Twin screw Steering Nozzles	12 tonne bollard pull

* denotes tug suitable for a COLLINS Class Submarine.

519 Force Protection (FP) – Darwin Commercial Wharves.

519.1 The level of FP measures that ships can take whilst alongside in Darwin is dependent on the berth assigned and the level of the threat. Quite obviously, if there is an identified threat then civil authorities are more likely to permit the use of a higher level of FP measures than would otherwise be the case. The advice below is based on a benign environment.

519.2 The only commercial city wharf in Darwin is Fort Hill Wharf. Stokes Hill Wharf is managed under the auspices of the Darwin Waterfront Corporation as a tourist precinct and is no longer available for berthing ships. East Arm Port, the commercial port for Darwin, is located on the opposite side of the harbour to Fort Hill.

519.3 Fort Hill Wharf and East Arm Port are under the control of the DPC, are commercial wharves and part of the declared Port Security Zone. As such there are limitations on what measures can be taken (outside of a declared state of emergency) in terms of force protection. The first point of contact within the DPC is the Harbour Master however; RAN policy is in the first instance to channel all enquiries in regard to the port through the NHM-D.

519.4 Fort Hill Wharf is the Port's cruise ship and Defence vessel facility. It is secure but to meet all requirements of the Port Security Act, Darwin Port has installed an unmanned, swipe pass activated security gate and warships visiting the port are required to arrange for the gate to be manned by a Port approved security guard. For RAN units this is arranged through Port Services Darwin, for visiting foreign warships this must be arranged through their husbanding agent. The following considerations are advised:

- The level of force protection measures that can be taken is largely dependant on the requirements of commercial ships working the wharf,
- If requested, and if no commercial ships are expected during the warship visit, concrete security barriers may be placed up to 15 metres from the ships side, chicanes may be placed at the main entrance and also on the on ramp to the wharf itself and access to, and egress from, the port can be monitored,
- If however, a commercial ship is working the wharf FP measures are restricted to placing barriers no more than 5 metres from the ships side, and

- d. Whilst commercial shipping will always take precedence the DPC does attempt to manipulate commercial ship movements to ensure that RAN operational (as opposed to domestic) requirements are met.

519.5 East Arm Port is a working commercial port utilised by car carriers, rig tender vessels, live cattle export, petroleum product tankers, bulk ships, container ships and other general cargo vessels. East Arm is generally not available to Naval assets. The following considerations are advised:

- a. East Arm Port is remote (approximately 20kms) from Darwin City and is not open to the General Public,
- b. Access is strictly controlled by the DPC,
- c. The Port has a single point of entry that is controlled by an outer electronic gate monitored by CCTV at an inner guardhouse,
- d. There is an inner security gate controlled by a manned boom gate located at the guard house,
- e. Whilst there is the ability for ship's personnel to assist in manning the inner gate they have no authority to restrict access to authorised personnel who have a legitimate business requirement to enter the wharf area, and
- f. Concrete barriers may be placed along the berth adjacent to the ship however; the distance off the ship's side will be dependant on commercial traffic in the Port.

519.6 At no times are visiting foreign warships permitted to land armed personnel onto Australian soil. It is also not permitted to interfere with personnel in the legitimate conduct of their business where that business is directly related to the Port of Darwin. All personnel within the port are required by law to:

- a. Be in possession of a valid Maritime Security Identification Card (MSIC), or
- b. Be escorted by a person in possession of a valid MSIC, or
- c. In the case of military, be in possession of a valid military identification card AND have a valid reason for being in within the Maritime Security Zone of the port, or
- d. Be escorted by a person of a valid military identification card and have a valid reason for being in the port.

519.7 A range of FP measures can be initiated prior to a ships arrival; some are available from organic Defence resources however the majority will require to be funded by the visiting ship. FP measures will only be initiated by request:

- a. Dumpsters (provided empty) can be inspected prior to the ships arrival,
- b. Dependant on other tasking an Army dog team may be available to inspect the wharf for explosives,
- c. Tugs can be inspected prior to departure the wharf,
- d. The pilot boat (when used) can be inspected prior to departure,
- e. Water filled or concrete construction/road barriers are commercially available and can be pre-positioned on some berths,
- f. A security boat and embarked security guard normally NT Police can be sourced from commercial sources. The RAN does not have the resources to provide this service in Darwin,

- g. Commercial divers can be hired as required to conduct hull searches and have been effectively utilised in the past (at short notice and considerable expense) to conduct bottom searches of visiting warships. The presence of crocodiles, stingers, a 4 knot tidal stream and less than 3 foot visibility generally discourages swimmers. No Navy diving capacity exists in Darwin, see [diving operations](#),
- h. Commercial security guards, to secure wharf approaches, can be hired upon request. This is a DPC requirement for all RAN ships,
- i. Whilst Defence in Darwin has insufficient manpower to provide wharf sentries for visiting ships, the ability does exist to secure the wharf prior to the ships arrival and then hand over to ships security teams, and
- j. The NHM-D can e-mail electronic photographs of appropriate wharf and wharf approaches for the ships allocated berth by request.

520 Australian Customs & Border Protection

520.1 Vessels making their point of entry into Darwin, that are carrying personnel who have been, apprehended during the course of boarding operations, have conducted an administrative seizure or have boarded a foreign vessel are required to clear customs on arrival in Darwin. Responsibilities are as follows:

- a. Returning from overseas (including Christmas and Cocos (Keeling) Islands) – NHM-D, by LOGREQ signal,
- b. Ships embarked flights landing ahead of the ship's arrival from overseas – RAAF Darwin Air Movements by signal, and
- c. All others - HQNORCOM

520.2 The facility exists to arrange for Customs to board prior to entering harbour, subject to sufficient notice. Customs Declaration Cards are available from the Port Services Office.

PART SIX

HMAS COONAWARRA BASIN

601 Approaches and Navigation

601.1 A full dredging programme of the basin was last conducted in October 2013. A full survey of the basin will be due in 2017. Copies of the Post Dredge Survey, and also of previous surveys are held in the NHM – D's Office. Although the nominal minimum depth in the basin is 4.2 metres in the centre of the basin abreast berth F2, with a general dredged depth of 5.0 metres, the current minimum depths (Nov 2013) are:

Berth F1	4.4m at the berth deepening to 5.3m at 20 metres off the berth
Berth F2	5.0m at the berth, deepening to 5.2m at 20 metres off the berth
Berth F3	4.9m at the berth, deepening to 5.3m at 20 metres off the berth
Berth A1	5.3m at the berth, deepening to 5.6m at 20 metres off the berth
Berth A2	4.9m at the berth, deepening to 5.2m at 20 metres off the berth
Berth A3	4.2m at the berth, deepening to 5.2m at 20 metres off the berth
Berth A4	4.2m at the berth, deepening to 5.3m at 20 metres off the berth

601.2 At the centre of the basin there is a ridge that runs from between the western end of Berth F1/ centre of Berth A1 and the western end of Berth F2/western end of Berth A3. The ridge shoals from 3.7m at its eastern end to 3.5m at its western end

601.3 As at October 2013 the remainder of the basin is between 5.1m and 5.6m in depth with an average depth of 5.3m.

601.4 Generally, ships enter the harbour with **the leads to Coonawarra Basin open to port** on a course of approximately 310 to 312 degrees utilising the Forward or Aft Lead as a head mark. Courses are adjusted depending on direction and strength of the tidal stream. **The leads in transit are the STBD clearing bearing.**

601.5 On passing the breakwater abeam to port the eastern end of the south (Fremantle) wharf lies approximately 30 degrees off the port bow.

601.6 The Hydrographical Office collected and collated data in March 1997 to place tidal stream arrows immediately to the south of the eastern end of the Western Breakwater of *Coonawarra*. The flood arrow is to aim in direction of 095 degrees and indicates up to 2.5 knots at springs. The ebb arrow is to aim in direction of 282 degrees and indicates up to 4.5 knots at springs.

602 Harbour Arrangements

602.1 Port facilities within *Coonawarra* consist of two wharves, a ship lift and a landing ramp. The basin is approximately aligned on an East West axis, the eastern end being the entrance to the basin. The ship lift is located on the north side of the facility at the basin entrance.

602.2 Berths are numbered from the basin entrance. Assignment of berths is achieved using an alpha-numeric system with the number allocating the berth and the letter indicating the inboard or outboard position at the berth. Berth A is the inboard berth. A diagram of *Coonawarra* Berths is at Annex C.

602.3 The distance across the basin between wharf faces is 150 metres.

602.4 Fremantle Wharf (the southern wharf) is located on the port side as a ship enters the basin. It is 201 metres in length and consists of 3 berths numbered from F1 to F3. Each berth is 67 metres in length and, with a 5 metre gap between berths, is optimised for a 57 metre ACPB. Outboard berths are identified by B and C as with Attack Wharf. Due to the positioning of the stairwells ACPB's berth with a 5 metre separation between berth F1 and F2 and a 25 metre separation between F2 and F3. The lie of the wharf is 297.5 degrees (True). The wharf is generally the assigned berth for the Armidale Class Patrol Boats. The minimum depth alongside the wharf is 4.0 metres in the middle of the wharf.

602.5 Attack Wharf (the northern wharf) is located on the starboard side as a ship enters the basin. It is 164 metres in length and consists of 4 berths numbered A1 through to A4. Berths A1 and A2 are 52 metres in length and are usually allocated to the visiting MWV's. Berths A3 and A4 are half berths (22.5 metres) are usually allocated to the Army Water Transport Troop LCM8s and support craft. The wharf allows for a 5 metre gap between vessels berthed alongside. Outboard berths are identified by B and C, hence a vessel berthed one outboard on the first berth would be at *Coonawarra* A1B. The lie of the wharf is 297.5 degrees (True).

602.6 Due to the high tidal ranges, approximately 8 metres during spring tides, access stairwells are in place to service vessels berthed alongside the wharves.

603 Hang-up's

603.1 OOD's and duty watch of ships berthed alongside on Fremantle Wharf need to be particularly vigilant during the ebb after spring high tide in excess of 7.1 metres (with boats), 6.8 (no boats), the height at which the forward rubbing strake on an ACPB can hang up on the wharf (dependant on draft at the time, particularly if the ship achieves a bow in aspect. This situation arises most often when ships are rafted together and/or the wind is blowing on to the wharf.

603.2 On the Fremantle Wharf, angle top fairlead blocks (painted yellow) or hang-up preventers are positioned adjacent to the fairleads by Port Services berthing party prior to a ship's arrival alongside the wharf. Once the ships are positioned the fairlead blocks need to be fitted in the correct location by the ships crew berthed alongside the wharf. Any issues with the hang-up preventers are to be reported to Port Services immediately, during working hours to the Port Services OPS Manager on 08 8935 5801 and after hours to the Duty Port Manager on 0419 036 358.

604.3 The where the structure of the Attack Wharf does not permit this solution and the displacement of an ACPB, combined with the effect of wind, make attempting to push the ship off the wharf utilising personnel a nugatory and dangerous act. It is recommended that where hang-up preventers are not available a combination of a hardwood shoring timber placed over the side forward between the rubbing strake and the wharf, together with having the bow thrusters' available for the 30 minute period as the tide drops below 6.8 metres, will prevent a hang-up from occurring.

604 Night Riders & Storm Hawsers

604.1 Night riders are positioned at each berth for ships breast and spring lines. Ship's must keep a vigilant watch on night riders to ensure they do not lock on the falling or rising tides and particularly when strong wind conditions occur coincide with high tides. The ability of the night riders to work is that the sliding cup is loose, the chain must be loose and lines not under weight. The ship is then held by elasticity, the ship is able to move off the wharf for up to a meter. Night riders are only for after hours with the duty watch onboard, during working hours or heavy traffic

the ship must be held alongside by lines to the wharf and tendered to ensure personnel are able to board with less risk.

604.2 Ships berthed in the 'Bravo' berths are strongly encouraged to utilise storm hawsers (provided by Port Services) given the prevalence of storms and squalls quickly developing and moving through the Darwin area. Advice on the use of night riders & storm Hawsers is available from Port Services staff. Any defects are to be reported to Port Services on 08 8935 5805.

605 Fenders

605.1 ACPB's are required to rig a Yokohama fender outboard as part of their arrival routine, this makes the berth outboard available for short notice and/or out of hours moves. A limited number of additional fenders are available from Port Services upon request.

605.2 MFU's berthed at Fort Hill Wharf will be passed the fender lines once secured. This will reduce monitoring/adjustment requirements due to the tidal ranges.

606 Boat Ramp

606.1 The landing ramp is located between the two wharves at the Western End of the basin and the lie of the ramp is 297.5 degrees (True).

607 Small Boat Landing

607.1 Situated at the northern end of the basin, the Small Boat Landing comprises a 17m x 3.7m pontoon linked to the shore by a pivoting bridge. The landing can accommodate vessels up to 20m LOA at all tides. Minimum depth on the eastern (Basin) side of the pontoon is 2.3m, the bottom shelves rapidly on the shore side of the pontoon and dries at low water within 3 metres.

607.2 Pilots for Darwin Based Fleet Units are not required. By agreement between Navy and Darwin Port, LHD's, AOR's, HMA Ships *Choules* and *Tobruk* will embark a DPC pilot to provide local knowledge advice on the first two occasions of arrival and departure with a new Command team. It is a requirement of the port that ANY ship proceeding to East Arm Port embark a DPC pilot, noting that EAP experiences tidal stream and shears of up to 5 knots this is prudent precaution. All RAN ships are encouraged to interact with commercial pilots and invite them to observe Navy pilotage practices.

607.3 Visiting foreign warships are required to take a pilot for all moves within Darwin Harbour. For moves to/from commercial berths this will be a DPC Pilot, for moves to from *Coonawarra* a Naval Pilot will be provided. Ships proceeding to anchorage will generally take a Naval Pilot, although DPC Pilots may be used during peak periods. Pilot services are gratis for all naval ships although the port will charge for the pilot boat.

608 Port Services - Assets Available

608.1 Normal hours of operation for the Port Services organisation are 0630-1600 Monday to Thursday and 0630 – 1230 Friday, unless a safety or operational issue dictates out of hour's activity.

608.2 Port Services assets include;

- a. Coonawarra berths Attack 1 to 4, Fremantle 1 to 3;

- b. One x Southwind (BEAGLE) 6.7m outboard fibreglass boat utilised for simulated "Boghammer" attacks, manned by RAN. BEAGLE is fitted with a VHF radio;
- c. One x 4.7m RHIB;
- d. LUB - pollution control;
- e. Assorted Yokohama fenders including four 3m x 12m tyre caged fenders;
- f. Four x 12m Steel Tube and Tyre fenders (suitable for Collins Class submarines);
- g. The crew facility is equipped with telephones, fax photocopier and shredder that can be utilised by ships;
- h. A number of Navy gangways of varying sizes (4m, 12m and 15m);
- i. One x 4WD Toyota Prado, Three x Twin Cab Utes, One x 12 seat Mini Bus. All vehicles are managed through the Port Manager's Office;
- j. One x 2 tonne forklift;
- k. Two x John Deere service utility vehicles; and
- l. Six x Storm Hawsers.

609 Paint Pontoons/Lighters.

609.1 Request for provision of equipment should be made in the LOGREQ or if alongside to the DPSM on 08 8935 5801. A small number of commercial lighters, of varying sizes, are available commercially in the port; however cost for these will be billed to the ship. Port Services also holds two 18m x 8m flat top lighters (FTL) for use by ships. The FTL is capable of holding a cherry picker. No paint staging is available in Darwin.

PART SEVEN

SUPPORT AND SERVICES

701 Fuel

701.1 Fuelling requirements are to be signal by LOGREQ, at least 48 hours prior to arrival Darwin. Because of commercial contractual requirements a minimum of 3 working days notice is required for other ports in northern Australia. Ships alongside or coming down from slipping at *Coonawarra* who request fuel requirements at least two working days. Emergency, operational and safety requirements will be met at shorter notice.

702.2 The DFI-Manager can be contacted by telephone on 08 89355832 (after hours 0408 843 771) should his assistance be required. However, all requests for fuelling/defueling are to be forwarded through the Port Services at least two working days prior to requirements. The following information is relevant:

- a. In wharf reticulated fuel (F76) is available from the *Coonawarra* fuel tanks to Fremantle berth,
- b. The *Coonawarra* connection is by 2" BSP couplings with 2" female Camlock and adaptors,
- c. Commercial fuel by road tanker at *Coonawarra* can be arranged with sufficient notice (generally 48 hours) however it can only be provided to vessels berth alongside, and
- d. East Arm Port fuelling berth for commercial diesel fuel (ADD) only by pipeline at 95m³ per hour maximum.

701.3 All personnel involved in fuel transfer operations are to follow ACPB Standing Orders for fuelling and be aware of their responsibilities and trained in the operation of pollution control equipment. Details are promulgated in [DI\(N\) LOG 21-4](#). Both ship and shore personnel are to maintain a close watch for the escape of fuel at the commencement of and during the fuel transfer operation. The following precautions are necessary:

- a. Prepare to deploy an oil boom (if required),
- b. Plug all deck scuppers and drains,
- c. Securely close all discharge valves, and inspect for leakage during the operation,
- d. Check tank topping-up frequently,
- e. Use drip trays to collect any leakage,
- f. Drain off accumulated water frequently, replace plugs and oily water to a slop tank,
- g. If a pipeline, hose or fuelling arm bursts, stop operation immediately, and
- h. Phone DFI-M Supervisor on 0408 843 771 and DPSM 08 8935 5806 or 0419 036 358 (after hours) and take action IAW Annex A.

701.4 The DFI-M *Coonawarra* is manager by the NHM-D Darwin who is responsible to the Commanding Officer *Coonawarra*. The DFI-M has a staff consisting of a DFI-M Manager (APS 5) at present held by a CPOMT, 2 x Technical Officer (APS 3), and a LSMT.

701.5 The DFI-M is responsible for the storing and issue of F76 and a very limited range of lubricants to RAN and Allied ships.

702 DFI-M Coonawarra – Fuelling Routines

702.1 The DFI-M *Coonawarra* Fuel Facility is filled by road tanker from VOPAK. This will change with the Attack Wharf upgrade, which will allow refuelling from the SWPFL

702.2 For vessels directed to sail at short notice completion of fuelling will be achieved within 4 hours of Port Services being notified of the requirement.

702.3 Requests for fuel “on arrival” are taken as being advised ETA plus 30 minutes to allow ships to complete normal arrival procedures. Ships are to be ready in all respects to commence fuelling at the time indicated on their LOGREQs, this is a matter of courtesy both to other ships and the DFI Staff. Where ships chose to conduct exercises or briefs on arrival DFI-M staff will automatically go on to fuel the next ship.

703 Oils and Lubricants

703.1 DFI-M *Coonawarra* does not hold a stock of oil, requirements are met by commercial suppliers. Requirements for oil are to be forwarded to JFLA (PLA - DEFFUEL) via signal demand. Requests should be forwarded in good time noting that many supplies will come from interstate.

704 Fresh Portable Water

704.1 Fresh water is arranged though the NHM-D by LOGREQ. Freshwater is provided at 50-80 psi through 2½” BK coupling.

705 Oil Spills – Coonawarra Basin.

705.1 The NHM-D (or nominated Port Services Representative) will act as the authority in the event of an Oil Spill within the *Coonawarra* Basin.

705.2 All oil spills, no matter how small, are to be reported immediately to the Port Services Office on 08 8935 5801 during working hours, and to the DPSM on 0419 036 358 after hours.

705.3 Ships are to take appropriate actions IAW with both [HMAS Coonawarra Oil Spill Contingency Plan](#) and [DI\(N\) LOG 21-4](#). A POLREP is to be raised IAW the DI(N). The immediate priority of response, in parallel with isolating the spill source, is to contain the spill in order to limit harm and to facilitate recovery of the oil.

705.4 In the case of any fuel spill, the Manager Base Services Larrakeyah must be notified as soon as is practicable. The NHM-D or DPSM will notify the CO *Coonawarra*, the Master Attendant and the Harbour Master Port of Darwin.

706 Oil Spills – Commercial Wharves.

706.1 The Harbour Master Port of Darwin (or his nominated representative) will act as the On Scene Co-ordinator in the event of an Oil Spill in the Commercial Port.

706.2 All oil spills, no matter how small, are to be reported immediately to the Harbour Master on phone 08 8999 3867 or 0419 840 041 and the NHM-D 08 8935 5801 during working hours. After hours the Duty Officer (DPC) on 08 8981 0710 or 0401 117 090 and the DPSM 0419 036 358 are to be called. If Darwin Harbour cannot be raised on any of the above numbers then the spill is to be reported on VHF 10.

706.3 The initial report is to include the time of the spill, the volume, the type of pollutant, whether or not the spill has been stopped and what first aid actions have been initiated.

706.4 Ships are to raise a POLREP signal IAW Annex A of the DI(N). The NHM-D will forward a copy of the POLREP to the Harbour Master by email.

707 Oily Waste, Sullage and Sewage Removal

707.1 Oily waste and Sullage removal is arranged through the NHM-D, by LOGREQ for ships at sea and by telephone to Port Services for ships already alongside. Requests should include type of waste, including percentage of oil if known, amount and any other factors that may effect removal or collection. Fittings used are 3 1/4 inch pipe stem fittings. Except in the case of emergency, ships alongside should provide no less than 24 hours notice of requirements.

707.2 Removal of oily waste at *Coonawarra* is conducted by Port Services staff, generally via the in wharf system, to a holding tank and further removal is covered under the Garrison Support Contract. Where circumstances require Port Services hold a number of 1,000 litre oily waste pods that can either be positioned onboard, on the wharf or alongside on the CSL.

707.3 Vacuum Sullage Truck (Suck Truck) services will generally only be provided in case of emergency where the safety of the ship is jeopardised or when the wharf system/pumps are unserviceable and then only with the direct approval of the Naval Harbour Master in conjunction with DS-C/W. This service can be arranged at short notice.

707.4 The DFI works on UHF Channel 10 for fuel party co-ordination.

708 MC ARTHUR, Self Propelled Water Fuel Lighter (SPWFL).

708.1 RAN owned Self Propelled Water and Fuel Lighter (SPWFL) MC ARTHUR is operated and maintained by DMS. A minimum of 5 working days notice is required. At other times not less than two working days notice of requirement is requested.

708.2 The SPWFL has the following capacities:

- | | | |
|----|--------------------|-------|
| a. | F76 | 690cz |
| b. | Potable Water | 200cz |
| c. | Back water ballast | 80cz |
| d. | Sullage | 110cz |

709 Defence Maritime Service (DMS), Fleet Marine Services Contract (FMSC)

709.1 DMS are contracted to Defence – Navy, to operate and maintain RAN vessels. Contract (FMSC). In Darwin the following services can be provided by DMS through PSM-D Operation Manager - Darwin:

- Provision of tugs for harbour movements,
- Provision of crane stores lighter (CSL WATTLE),
- Provision of self propelled fuel, oily waste and potable water lighter (SPWFL MCARTHUR),
- Operation of various craft for target towing, consort, boarding duties and personnel transfers beyond the harbour limits and for high speed boat attacks,

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- e. Maintenance of all support craft including ship's boats,
- f. Provision of landing craft support, including for ammunitioning and de-ammunitioning,
- g. Provision of lighterage,
- h. Provision of liberty boat services,
- i. Target Tows, and
- j. Consort and safety Vessels.

709.2 The NHM-D is the local Contract Manager for FMSC. All bookings required or any questions regarding provision of assets should be directed to Port Services on 08 8935 5801 or 08 89355803.

710 Connection of Shore Power

710.1 Fleet Support Unit Darwin (FSU-D) connect/disconnect shore power at *Coonawarra*. Shore power connection and disconnection is arranged by Port Services as part of the standard sailing or LOGREQ procedure. During working hours ship's staff should contact Port Services if there is a power issue, who in turn will arrange for FSU-D to investigate. After hours ships should contact the *Coonawarra* OOD on 0417 843 949 – who will arrange for the duty High Power Sailor to investigate.

711 Other Shore Services

711.1 The following reticulated shore services are available from *Coonawarra* wharves:

- a. Fremantle Wharf:
 - (1) CHT removal,
 - (2) Oily waste removal,
 - (3) Fresh water,
 - (4) Fire main,
 - (5) Fuel (F76),
 - (6) Power – 415V 50hz (filtered) to max of 120 amps, utilising 5 pin Marechal plugs,
 - (7) Compressed air, and
 - (8) Telephone lines
- b. Attack Wharf.
 - (1) CHT removal,
 - (2) Oily waste removal,
 - (3) Fresh water,
 - (4) Fire main,
 - (5) Fuel (F76),
 - (6) Compressed air,
 - (7) Power – 440V 60hz and 415V 50hz (directly off the grid and unfiltered) maximum of 120 amps, utilising 3 pin Marechal plugs, and

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- (8) Telephone lines.

712 Brows/Gangways

712.1 NHM-D has the following brows/gangways available, two 12 metre and three 15 metre arched aluminium brows and a 10 metre straight brow for use in the commercial port. A further 15 metre arched brow is available for ships visiting the port of Broome in Western Australia (administered for LOGREQ purposes by NHM-D). Two small brows are also available from Port Services for provision to MWV's berthing outboard of flat top lighters for maintenance or open day requirements.

712.2 Ships must be aware that Darwin experiences extreme tidal ranges and that accordingly brows must be tended at all times. Brows are only to be secured utilising the correct securing points and at no time are gangways to be secured using guardrails or stanchions. Lines secured to brow guardrails will cause extensive damage to the brow.

712.3 On delivery, ships will be required to inspect the brow provided and sign a form detailing its condition. Ships are to report and damage to brows provided (whether Navy or Commercial assets). Any damage to brows caused by negligence will be invoiced to the ship responsible.

712.4 MWV's berthing at *Coonawarra* is required to position themselves to the wharf stair wells, a brow is not provided.

713 Cranes and Mobile Equipment

713.1 All cranes are sourced through commercial providers. Bookings via the DPSM are required no later than 24 hours prior to the requirement. A cost centre and account code is required when placing the order. A cherry picker and an all terrain 8 tonne forklift are available and can be booked via Fleet Support Unit Darwin.

714 Garbage and Waste Collection

714.1 Ships garbage is to be placed in the bins provided at the end of Attack Wharf and adjacent to the fender shed for ships berthed on Fremantle Wharf. Only non-quarantine garbage is to be placed in the bins, with all wet sullage being double bagged and properly sealed.

715 Quarantine Waste

715.1 IAW DI(N) LOG 62-1 (LOG 4-4-007) Para 39, "Where a vessel has visited overseas ports, irrespective of whether or not it has purchased food there, food must NOT be removed to the shore except with AQIS approval. Normally this would involve safe removal and destruction by an authorised quarantine waste collector." Note that AQIS has now been rebadged to DAFF BS

715.2 Para 41 states "Quarantine waste from vessels is to be bagged securely (i.e. in strong plastic bags, double bagged, or in wet strength paper bags) sufficient to prevent spillage during the transfer of waste from the vessel to quarantine waste bins. Any solid or liquid ship's waste that is spilt onto the wharf is to be cleaned up and the area disinfected to the satisfaction of the Quarantine Officer in attendance. All ship's waste is to be secured in a bin with a lid or in a garbage room with a closed door." The 240 litre Sulo bins are normally identified with their yellow colouration and will be provided on request.

715.3 Visiting ships are reminded that Australia has strict quarantine rules and observance of these rules is strongly advised with breaches attracting heavy penalties. The NHM-D is responsible for the coordination of the removal of all quarantine waste from *Coonawarra*.

715.4 On no occasion are ships to overfill bins or place garbage on the ground next to bins. This has serious health implications and attracts vermin. At no time is Quarantine waste to be placed anywhere except the dedicated receptacles. At any time that ships require to ditch gash and find the bins provided to be full, whether the ships is on coastal or international articles, they are to retain garbage onboard and immediately contact Port Services on 08 8935 5801 during working hours or the DPSM on 0419 036 358 after hours. Port Services staff will then arrange for the bins to be emptied as a matter of urgency and will identify alternative bins for use in the short term. DAFF BS considers this to be a very serious quarantine and health violation and, potentially, such violations can have serious financial and administrative consequences.

716 Grey Water Discharge

716.1 The NHM-D will arrange to facilitate discharge of grey and black water ashore. Requirements should be included in the ship's LOGREQ signal.

717 Sewage (CHT) Disposal at *Coonawarra*

717.1 Armidale Class Patrol Boats (ACPB) berthed in the *Coonawarra* Basin are to, where possible, connect to and discharge through the in wharf shore sewage system.

717.2 Advising the NHM-D prior to discharge will enable Port Services to put any appropriate mitigation in place and to submit an incident report to the Environmental Reporting System. This will allow a perspective to be gained on the frequency and reasons for discharge, which may generate a better managements system.

717.3 If the ACPB is unable to treat the sewage, and there is no other option (e.g. provision of a shore sewage tank on the wharf at the berth) then Port Services will arrange (generally through the PBSPO/DMS) for the immediate provision of a "suck truck" to pump out the onboard tank and the vessel will be required to secure off all onboard heads and utilise the shore services provided on the wharf for this purpose.

UNDER NO CIRCUMSTANCES ARE ACPBS TO ATTEMPT TO HOLD SEWAGE ONBOARD.

718 Other Minor War Vessels

718.1 Similar arrangements to those for ACPB's will be put in place for visiting MWV's. As NHM-D staff will not necessarily be familiar with the CHT configuration of all classes of ships it is essential that the NHM-D be advised immediately of any emergent issues in regard to sewage.

719 Ships Sanitation Certificate

719.1 IAW DI(G) LOG 4-4-007 para 23 "Vessels travelling outside Australian waters require Ship Sanitation Certificates prior to deploying. These certificates are recognised by all countries and are valid for a period of six months from the date of issue by a Quarantine Officer. DAFF BS has sole responsibility for the issue of Ship Sanitation Certificate inspections."

719.2 Port Services will arrange the issue of ships sanitation certificates to visiting RAN ships with DAFF BS if requested. Port Services Darwin is not responsible for payment of charges incurred with DAFF BS for the issue of certificates.

720 Diving Operations

720.1 There is no organic Navy diving capability in Darwin. A range of competent commercial diving services is available in Darwin, and Port Services can arrange this service if requested. Ships requesting these services are to provide both Account Codes and Cost Centre Codes to enable prompt payments.

720.2 Ships conducting diving operations in *Coonawarra* or the Commercial Port of Darwin must signal *Coonawarra* with an [Incompatible Operations](#) signal no less than 24 hours prior. AFGO's contain the format (see Annex A). The NHM-D Darwin will liaise with the Harbour Authority in regard to diving operations in the commercial port. In emergency diving operations can be arranged by telephone with the Operations Manager on 08 8935 5801 or the DPSM after hours on 0419 036 358. All Commercial Diving Companies prefer to conduct routine dives during periods of slack water within the commercial port however, there is no such limitation within the *Coonawarra* Basin.

720.3 Darwin experiences a high tidal range and, at the commercial berths, strong tidal currents. Over 200 crocodiles (up to 3.0 metres in length) are pulled out of the harbour each year. Box and Irukandji jelly fish are present all year round however; they are particularly prevalent during the "wet" season. Sharks are also known to enter the harbour and visibility is extremely limited (see under [Swimming](#)).

720.4 As of June 2011, there is no RAN Diving element in Darwin, nor is one planned to be in the foreseeable future.

721 Fire and Emergency

721.1 NT Fire Service and other appropriate authorities are to be called to assist ships' personnel in fire and emergency situations. Responsibility for control of the situation always remains with the effected unit.

721.2 In the event of outbreak of fire in a ship berthed at *Coonawarra* personnel are to clear the adjacent area of mobile fire fighting equipment and machinery and stand by with the equipment to provide assistance to the officer in charge.

721.3 It is the responsibility of all personnel to prevent the outbreak of fire whenever possible and to take immediate action to quell any outbreak.

721.4 The Manager Base Services Larrakeyah must be advised of any fire or emergency as soon as is practicable.

721.5 In the event of a fire, the following actions must be taken:

- a. Inform the Fire Brigade (000),
- b. Advise the XO *Coonawarra* on 08 8935 5213 during working hours or the OOD 0417 843 949 after hours. The XO/OOD will inform main gate, the Naval Harbour Master and the Base Services Manager, *Coonawarra* Command, at Larrakeyah Barracks, and
- c. Advise NHM-D (DPSM after hours).

722 Shipboard Emergencies

722.1 The ship's Commanding Officer has the prime responsibility for fighting fires and dealing with emergencies in their ship. Whilst berthed at *Coonawarra* they will be assisted by NT Emergency Services and personnel from other ships alongside.

723 Shore Emergency

723.1 At *Coonawarra* the NT Fire Service has prime responsibility for fighting fires and dealing with emergencies within the base. After hours the OOD and Duty Watch are to assist in controlling and directing traffic as required or requested by Emergency services. At Commercial Wharves the DPC Duty Officer, NT Police and NHM-D are to be advised.

724 Bomb Threats

724.1 Incidents involving bomb threats should be dealt with as laid down in individual ships Standing Orders. For Darwin Home Ported vessels, instructions are laid down in HMAS *Coonawarra* Standing Orders. For ships berthed in the *Coonawarra* basin; during working hours the DPSM is to be advised of a bomb threat onboard, after hours the OOD *Coonawarra* is to be informed.

724.2 During working hours the NHM-D will immediately advise *Coonawarra* Command, inform ships alongside, close off the relevant wharf, clear all unnecessary vehicles and personnel from that wharf and place a sentry at the access points to the wharf. Further assistance will be provided in accordance with *Coonawarra* Emergency Orders.

724.3 After hours the *Coonawarra* OOD will advise *Coonawarra* Command and provide assistance in accordance with *Coonawarra* Emergency Orders.

725 Security at Coonawarra

725.1 The security of *Coonawarra* is the responsibility of CO *Coonawarra*. The Unit Security Officer is the XO who can be contacted on 08 8935 5213. After hours the XO is represented by the OOD on 0417 843 949.

725.2 All personnel are to maintain normal Naval Security. In addition all personnel are to ensure that mobile machinery is locked when not used and keys are returned. Unattended vehicles, cranes, tow motors, etc are not to be left with keys in the ignition.

725.3 Personnel and Physical security levels, in accordance with the published Safe base levels, are laid down in other publications and orders.

PART EIGHT

HMAS COONAWARRA FACILITIES

801 ACPB Crew Facility Manager

801.1 The ACPB Crew Facility Manager is responsible to CO *Coonawarra* for the management of the ACPB Crew Facility including ensuring that crews are provided with Information technology services, Telephone, Facsimile, DRN, DSN and FIE with a range of printing and copying options.

802.2 The Crew Facility Manager facilitates the handover/takeover routines of Armidale Crews and other requirements that may arise in the facility, contactable on 08 8935 5831 or 0419 036 358.

802 Accommodation

802.1 DS-C/W arranges accommodation for *Coonawarra* and home ported MWV personnel and transient visitors. To ensure requirements are met, early notification of accommodation requests are to be sent via signal, facsimile or email. The preferred method is via fax or email rather than signals. Signals should be addressed to DS-C/W Attention Accommodation Cell and include the following information:

- a. Personal Details (including rank),
- b. Dates and times of arrivals and departures,
- c. Which base and mess preferred (e.g. RAAF Base Darwin, Defence Establishment Berrimah, Larrakeyah Barracks),
- d. Parent Unit,
- e. Reason for visit (course, exercise, posting, operational relief),
- f. Meal requirements, and
- g. Contact Numbers.

802.2 The DS-C/W facsimile number is 08 8925 2134. The accommodation cell can be contacted on 08 8923 5370 or via email: NTK.GSSC@ssds.com.au.

803 Canteen's

803.1 The *Coonawarra* Canteen (Outpipes Kiosk) is situated in the vicinity of the Lower Car Park, between the two wharves, at *Coonawarra*. Outpipes is open from 0700 to 1400 Mon to Thu, Fri 0700 to 1330. The canteen can be contacted on 08 8935 5144.

803.2 The Larrakeyah canteen is situated adjacent to the Other Ranks Mess. The Larrakeyah Canteen is open from 0700 to 1900 Monday to Sunday. The Canteen can be contacted on 08 8935 5029

804 Catering

804.1 All victualling requirements are processed through Food Service Section FLSE-D, located within Naval Stores building D3 at *Coonawarra*. MWV Catering staff are to liaise with Food

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Service personnel in regards to orders and pre-positioning of provisions in ports outside the Darwin area. Adequate forward notice is to be provided with a minimum of 24 hours due to Standing offer requirements. Food Services is manned by a POCK and a LSCK who will assist you with all Catering issues including Silver Platter inspections, DMA, PMSA audits as directed from PBFEG and MHQ.

804.2 The FSM can be contacted on the following number, 08 8935 5273 The POCK at Food Services can also be contacted on the following mobile number: 0438 920 597.

804.3 Information in regards to Orders and Delivery enquires can be made on the following number, 08 8935 5273. The Fax number for Food Services is 08 8935 5658.

805 Chaplain Services

805.1 There are two Chaplains posted in the Darwin region, the Chaplain for *Coonawarra* and the Chaplain Fleet North.

805.2 The *Coonawarra* Chaplain is located on the First Floor of Building 1 at *Coonawarra* to support all land based ADF personnel and their families located in the Darwin region. The Chaplain is available to ADF personnel and their families for counselling and to discuss and arrange baptisms, marriages and other church services.

805.3 There are no longer regular services in the old chapel at Defence Establishment Berrimah, in *Coonawarra* or on Larrakeyah Barracks, however the Chaplain can provide a list of local Church service times. The office number is 08 8935 5133 and the mobile number is 0409 662 823.

805.4 Chaplain Fleet North is located in the PBGRPHQ, providing chaplaincy services to the sea based ADF personnel and their families. This includes the ACPB's and the Hydrographic Fleet. The Fleet North Chaplain can be contacted in the office on 08 8935 5183 or by mobile on 0457 712 743.

806 Fleet Information Communications Technical Support Darwin (FICTS DARWIN)

806.1 The primary role of FICTS DARWIN is to provide up to Level 2 support for all ICT services to local ACPB's and visiting ships in the Northern Territory. Support and connectivity information is as follows:

Support for MFU is on an 'as required' basis, and

Connectivity services alongside at *Coonawarra*.

806.2 The following communication connections are available on the wharves:

- a. Fremantle wharf: (ACPB Only)
 - (1) PSTN and ISDN 'cope' points. Available at each berth for up to 3 boats,
 - (2) Cable NINSHORE, and
 - (3) Wireless NINSHORE (ACPB only).
- b. Attack wharf:
 - (1) PSTN 'cope' points and
 - (2) Wireless NINSHORE (ACPB only).

- c. Connectivity services in Darwin Harbour (including Wharf Precinct)
 - (1) Nil connectivity options are available at this time other than ship borne bearers.

806.3 Contact details are as follows:

- a. Cell Manager: 08 8935 5813, and
- b. Cell Operators: 08 8935 5812 and 08 8935 5860.

807 Classified Waste Disposal

807.1 Note there is no classified waste disposal service in the NT/K region. Classified material for disposal must be shredded using the appropriately classed shredder.

808 Arrow Club

808.1 The aim of the Arrow Club is to foster a congenial atmosphere, promote good fellowship and afford hospitality to all Defence Force Personnel, their guests and civilian visitors. The Arrow Club is opened on Fridays 1230 - 2230 (subject to demand). The facilities at the Arrow Club range from spit and BBQ to darts and tombola equipment. Should bar facilities be required outside of nominated times a request is to be submitted in minute format to the CO *Coonawarra*.

809 Imagery Specialists (Photographic Section)

809.1 A small photographic section is located at *Coonawarra* and consists of a Leading Seaman Imagery Specialist and an Able Seaman Imagery Specialist. The section is able to provide support for Ship's Company photos, official portraits for personnel in Command and coverage of most Public Relations events. Support can be requested by contacting the section by email at NIU.North@defence.gov.au or by phone on 08 8935 8515.

810 Incompatible Operations

810.1 Potentially incompatible operations include but are not limited to diving operations, ILR demonstrations, basin trials, fuelling, defueling, electronic transmissions and man aloft. Any activity that may affect other ships, personnel or the adjacent wharf area should be considered as requiring incompatible operations approval. Early liaison with the NHM-D will ensure timely and efficient co-ordination of all activities in and around the Port.

810.2 Ships are to signal *Coonawarra* and ships in close proximity using the format at Annex A **not less than 24 hours before**. NHM-D will liaise with the Harbour Authority for vessels berthed within the commercial port. Where less than 24 hours notice is given incompatible operations will only be approved where there is a pressing operational requirement.

810.3 Transmission to 125W on HF is an Incompatible Operation subject to the standing incompatible operations notification/procedure and must be requested rather than intended.

810.4 Transmission above 125W on HF will not normally be approved alongside the berth. Trials or tests requiring transmissions above 125W should normally be conducted at anchor in Darwin Harbour. For trials purposes this can be conducted at anchor in position 12° 29' S, 130° 48.5' E, approximately 1400 yards south east of the entrance to the *Coonawarra* Basin.

810.5 Inclusion in the Daily Activities Sheet constitutes approval for Incompatible Operations.

811 Laundry Facilities at Coonawarra

811.1 Washing machines and dryers are situated in the laundries located on Fremantle Wharf and adjacent to Attack Wharf at *Coonawarra*. Ships are to maintain cleanliness of these facilities and report any defects to the Port Services Office.

811.2 DS-C/W undertakes provision of laundry services (by contractor) to RAN MWV's in Darwin through the Garrison support contractor, Transfield Services. The contractor endeavours to return laundry to ships 24 hours after receipt however the minimum turn around for laundry is 24 hours. No service is available from midday Saturday, on Sundays or on public holidays. The DS-C/W contact for issues related to Laundry is the Larrakeyah Base Duty Room on 08 8935 5599. Laundry requirements are to be included in LOGREQ signals.

811.3 All laundry bags must be tied and clearly labelled with the ship they are from, a POC on board and the time and date they are required back at the ship.

811.4 Due to the time pressures the contractor faces, it is not advisable for ships to forecast too far in advance their arrival alongside. The contractor is unable to wait if a ship is delayed in arriving in port. It is recommended that ships contact the Larrakeyah Barracks Duty Room when they have arrived in port and request Duty Room staff to have the contractor attend to collect the laundry.

812 Mail

812.1 Whilst mail services are not available outside normal business hours, DS-C/W will attempt to preposition visiting ships mail at *Coonawarra* if it is received into the Defence mailroom in sufficient time. Deliveries will generally be made to the Crew Facility at *Coonawarra* for ships in port or to the commercial wharf the vessel is berthed at. The DPSM will generally deliver any mail to ACPB's berthing on weekends.

812.2 DS-C/W observes the Christmas / New Year Defence stand down and mail services are negotiated by NHM-D staff during this period.

812.3 Defence Mail Services can be contacted on 08 8935 4579 and fax 08 8935 4263. Mail services have been contracted out and there is no after hours contact number. After hours queries should be direct to the NHM-D who can in extreme circumstances contact the DS-C/W Duty Officer to gain entry to the mail room.

813 Conference Room Facilities

813.1 *Coonawarra* has a number of conference and meeting room facilities with varying capacity and capability. They are:

- a. Rennie Catton Facility Conference Room,
- b. Rennie Catton Facility Meals Room,
- c. *Coonawarra* Squadron Room,
- d. *Coonawarra* Main Conference Room,
- e. FSU-D Technical Library, and
- f. FLSE-D Conference Room.

813.2 Rennie Catton Facility Conference Room is located on the 1st floor of the Rennie Catton Facility (Building 354), facilities available include:

- a. Capacity: 30 in conference or classroom configuration,
60 in theatre configuration,
- b. Tele-conferencing,
- c. Video-conferencing,
- d. 47 inch LCD Flat Screen with DRN/Laptop connectivity,
- e. Light Pro with DRN/Laptop connectivity,
- f. DVD player,
- g. Whiteboard and pin board, and
- h. Electronic Whiteboard (shared with the Meals Room).

Bookings are to be made via Crew Facility Manager on 08 8935 5831.

813.3 Rennie Catton Facility Meals Room is located on the ground floor of the Rennie Catton Facility (Building 354), facilities available include:

- a. Capacity: 30 in conference or classroom configuration,
60 in theatre configuration
- b. 42 inch LCD Flat Screen and DVD, and
- c. Electronic Whiteboard (shared with the Conference Room).

Bookings are to be made through the Crew Facility Manager on 08 8935 5831.

813.4 *Coonawarra* Squadron Room is located on the ground floor of the *Coonawarra* Administration Building (Building 1), facilities available are:

- a. Capacity: 12 in conference or classroom configuration,
30 in theatre configuration,
- b. Whiteboard, and
- c. Ability to be combined with the Main Conference Room.

Bookings are to be made via COSEC on 08 8935 5212 or Personnel Office on 08 8935 5176.

813.5 *Coonawarra* Main Conference Room is located on the ground floor of the *Coonawarra* Administration Building (Building 1), facilities available are:

- a. Capacity: 20 in conference or classroom configuration,
35 in theatre configuration,
80 when combined with the Squadron Room,
- b. Light Pro with DRN/Laptop connectivity,
- c. DVD player,
- d. Television, and
- e. Whiteboard.

Bookings are to be made via CO's Secretary on 08 8935 5212 or the Personnel Office on 08 8935 5176.

813.6 FSU-D Technical Library is located in the FSU-D Offices on the 1st floor of the *Coonawarra* Administration Building (Building 1), facilities available are:

- a. Capacity: maximum of 15 in round table configuration, and
- b. Whiteboard.

Bookings are to be made through the OIC FSU's Secretary on 08 8935 5405.

813.7 FLSE-D Conference Room is located on the second floor of the Supply and Stores complex above the Covered berths (Shed), facilities are:

- a. Capacity: maximum of 15 in round table configuration,
- b. Light Pro with DRN/Laptop connectivity, and
- c. DVD player.

Bookings are to be made through the Supply Regulator or D/OIC FLSE-D on 08 8935 5477.

813.8 A number of other conference or meeting facilities of varying capacity are also available within Larrakeyah Barracks. These include the NORFORCE Conference Room, located at the NORFORCE end of the Patrol Boat Headquarters building, Gull Force Hall (generally used as the base gymnasium) and HQNORCOM. The latter has a number of security issues attending to its use.

814 Fleet Training Advisory Cell - North (Darwin) (FTAC-ND)

814.1 The Navy's FTAC's provide the Fleet Units a 'one-stop-shop' for resolving Personnel Proficiency Prerequisite (PPR) training problems. FTAC's Focus of Activity through liaison with Training Authorities, Force Commands, Fleet HRM and Fleet Units are:

- a. Research and report training statistics (PPRs (includes both PPPs and WSPPs) and Combat Survivability),
- b. Administer and panel all Armidale Platform courses (DMS specific),
- c. Assist ships Training Officers to properly administer training, and
- d. Provide input to the FAS, Five Year Training Plan and RAN Course Program.

814.2 The function of the FTAC-ND is to provide administrative support and advice to all navy personnel in the North Australian Area (NAA). This is achieved by constant liaison with FTAC offices, ship's staff, *Coonawarra* and Lodger Units, schools and presenters. The Unit is responsible for the centralised course planning and scheduling of Training in the NAA and can assist with your training inquiries.

814.3 FTAC-ND is located at Larrakeyah barracks between Officers Mess and Medical Centre. The mailing address is:

FTAC-ND (HMAS *Coonawarra*)
Building 304
Larrakeyah Barracks
LARRAKEYAH NT 0820

814.4 FTAC-ND consists of the following positions:

- a. OIC FTAC-ND on 08 893 55721,
- b. Training Development Officer on 08 893 55723,
- c. Training Administration on 08 893 55722,
- d. Boatswains Faculty Manager - Darwin on 08 893 55722, and
- e. Assistant Boatswain Faculty - Darwin on 08 893 55719.

The OIC FTAC-ND is also the Education Officer for *Coonawarra*.

815 Sport and Recreation Facilities at Larrakeyah Barracks

815.1 The facilities are minimal and offer the following:

- a. Gymnasium,
- b. Weight Room,
- c. Swimming Pool (25mtr),
- d. Sports oval used for Touch Footy, Volleyball, Softball and Soccer,
- e. Tennis Court,
- f. Spin Room, and
- g. Squash Court.

815.2 The gym and weight room is open weekdays 0600 – 2000 and Sat, Sun and Public Hols from 0800 – 1800. The swimming Pool is open from Mon to Fri 0630 – 2030 and Sat, Sun and Public Hols from 0800 - 1900. All personnel utilising Sports and Recreation facilities at Larrakeyah Barracks must present their Military Identification Card.

815.3 Due to the limited numbers of naval personnel available in Darwin, difficulty exists in raising opposition; advanced requests are advised to raise opposition to play visiting ships through the LSPT Sport and Fitness coordinator.

815.4 Physical Fitness Testing (PFT) for all components is conducted every Wed at 0630 at *Coonawarra* gym.

815.5 Bookings for the above facilities can be made by contacting *Coonawarra* PT Staff during working hours on:

- a. CPOPT: 08 8935 5530
- b. LSPT: 08 8935 5500

816 Defence Establishment Berrimah

816.1 Defence Establishment Berrimah (DE-B) has a wide range of sporting facilities available which include:

- a. Boxercise Room,
- b. Gym Floor: with Basketball, Volleyball, Netball, and 2x Badminton Courts, and two Squash Courts,
- c. Sporting Ovals comprise the following: Rugby/Soccer Ground (which can be fully illuminated for night games if requested), Australian Rules Oval with limited lighting for night training if requested,

The Darwin Handbook for Ships

- d. Tennis Courts – two courts with lights,
- e. Beach Volleyball – two courts,
- f. Cricket Pitch, and
- g. 23.8 metre Swimming Pool.

816.2 Bookings to use the sporting facilities at DE-B must be made via the Garrison support contractor on 08 893 54273 or Fax: 08 8935 4253.

816.3 The hours for use of the sport and recreation facilities at DE-B are:

- a. Gym Hours: Mon to Fri; 0630 to 2000; Sat, Sun and Public Hols: 0800 to 1600, and
- b. Pool Hours: Tues, Thu, Sat and Sun 1230 to 1900, Mon, Wed and Fri 0630 – 1900.

Prior approval must be obtained from the Manager Base Services - Berrimah for non-Defence

817 Swimming

817.1 There are a number of factors that advise against swimming in Darwin Harbour:

- a. The harbour experiences a tidal range up to 8.0 metres with currents of up to 5 knots;
- b. Over 200 crocodiles of up to 3.0 metres in length are pulled out of the harbour each year with no area of the harbour being exempt from crocodiles (they are regularly found in the *Coonawarra* basin);
- c. Although present all year round, marine stingers (Box and Irukandji jellyfish) are most prevalent during the wet season. Box Jellyfish (or sea wasps) have tentacles up to 3.0 metres in length and inflict an extremely painful sting that can lead to permanent scarring and for the young, elderly and those in poor health, death. The Irukandji is a small, extremely venomous jelly fish, which is believed to be the most venomous creature in the world. There is no antivenin to the sting of the Irukandji;
- d. Sharks and sea snakes are also prevalent in Darwin waters; and
- e. Visibility is extremely limited.

817.2 Swimming in Darwin Harbour is NOT to take place.

818 Stores

818.1 FLSE-D staff will assist with all stores enquiries and stock checks and will conduct DMAs on MWV's when required. Customer Service can be reached through the CPOSN on 08 8935 5477 or mobile 0419 491 688. Warehouse staff can be contacted on 08 8935 5278.

818.2 All signal demands and URDEFS are to have HMAS COONAWARRA and FLSE-D as information if not action addressee to enable monitoring and timely follow up action if required. All freight is delivered to the warehouse and distributed by stores staff. Visiting major warships' requests should be made through the normal channels with HMAS COONAWARRA, FLSE-D (DN CODE 9435) as the delivery address.

818.3 The Duty Stores Assistant is available to action out of hours requirements and can be contacted on 0417 844 348.

819 Armoury

819.1 The *Coonawarra* Armoury is situated between the Attack wharf and the Fremantle wharf, next to Outpipes canteen. The *Coonawarra* Armoury provides and rotates all weapons and controlled items for Darwin based MWV's and other visiting vessels when required.

819.2 The Armoury will book Darwin ranges for vessels/crews requiring Small Arms (SA) firings and provides all associated equipment for range days/SA firings.

819.3 Whilst MWV's are on the hard stand and a duty watch is maintained there is no requirement to land weapons to the *Coonawarra* armoury; this decision will be made at the pre docking meeting. In the event that all weapons and controlled items are landed to *Coonawarra* Armoury, ships crews are responsible for carrying out all Planned maintenance.

819.4 *Coonawarra* Armoury can be contacted during business hours on 08 89355427 and after hours 0427 001 809 or via email: coonawarra.armoury@defence.gov.au

820 Personnel / Registry

820.1 The Personnel Officer (PERSO) is located on the Ground Floor of the *Coonawarra* Main Administration Office. The PERSO provides advice to the CO on staff issues related to Navy personnel management. The Office is generally staffed by a CPOWTR, LSWTR and one ABWTR. Working hours are 0730 to 1600 Monday to Thursday and 0730 to 1200 on Fridays. The office can be contacted on 08 8935 5154, any out of hours enquiries are to be made through the OOD.

820.2 The Navy Registry is located within the main building at *Coonawarra*. Working hours are 0730 to 1600 Monday to Thursday and 0730 to 1200 on Fridays. The office can be contacted on 08 8935 5401.

820.3 The Customer Service Centre (CSC) Larrakeyah is situated opposite the Larrakeyah Barracks Duty Room by the front gates and offers access to all DSG products and services. Areas of assistance include pay, leave, travel, personnel queries, administration, issuing of ID cards and cab charges. There is also the provision of a DRN computer, equipment loans (e.g. laptops, projectors and fans). Defence related photocopying, fax and laminating services. CSC is also a collection point for recycling toner cartridges for Planet Ark. Opening hours are Mon - Fri 0800 - 1600 excluding public holidays and can be contacted on 08 8935 5317.

821 Safe Hand Mail

821.1 Collection/delivery of Safe Hand Mail can be arranged with the HQNORCOM COMSEC Vault on 08 8935 8333 during working hours or the HQNORCOM COMCEN on 08 8935 8452 after hours if previously arranged with the HQNORCOM COMSEC Vault.

PART NINE

ENVIRONMENTAL AND HAZARDS

901 Hazardous Waste

901.1 Correct disposal of HAZCHEM is essential, and proper documentation of that disposal must be retained as a defence against any possible prosecution and the correct procedures are to be followed. If any circumstance arises where this is not possible the crew's HSSO is to consult NHM-D/PBGRP.

902 Individual conducting the disposal

902.1 The individual carrying out the disposal of a substance or container must ensure that:

- a. A relevant and in date Safety Data Sheet accompanies each substance/container;
- b. All containers are correctly labelled;
- c. A Disposal Advice for HAZCHEM form is completed and signed;
- d. A job is logged with Transfield (BSSC) form AS547 for the removal of the substance/container from the platform. Hazardous Waste is **NOT** to be landed from the ship to the wharf until the contractor arrives to collect it. Where possible note the Work Request Number and add to the Disposal Advice for HAZCHEM form;
- e. For ships at sea, NHM-D can assist with this via LOGREQ. Ships are to ensure they pass all relevant information to the NHM-D in the signal form; and
- f. Landing of Hazardous Waste into the wharf before the contractor arrives to collect it can be considered to be illegal disposal and may lead to Prosecution. HMAS COONAWARRA does not have any container or area to store hazard wast.

903 Environmental Services

903.1 Any environmental issue must be reported to DS-C/W Larrakeyah Base Support team via the Navy chain of command if it affects Larrakeyah Barracks, including the harbour.

PART TEN

FLYING OPERATIONS DARWIN HARBOUR

1001 Coonawarra

1001.1 Due to a range of hazards flying operations involving ships alongside in the *Coonawarra* basin is not permitted at any time. Flying operations have previously been conducted from the soft stand area located behind (to the west of) the Port Services complex.

1002 Fort Hill Wharf

1002.1 Under certain circumstances flying operations can be conducted by ships alongside at Fort Hill Wharf. Approval to conduct flying operations alongside should normally be requested through Port Services Darwin as far in advance as possible, at least 72 hours before the operations are to take place. The NHM-D will then request approval through the Harbour Master. The following safety mitigation strategies, some of them admittedly routine, are to be put in place and notified to the Harbour Master by email by the NHM-D, 72 hour prior to flying:

- a. The wharf is to be temporarily closed where the road comes onto the wharf apron proper (PORT SERVICES);
- b. A sentry is to be placed by the ship at the entrance to the wharf (SHIP);
- c. A sentry is to be placed on the wharf at the bow of the ship to ensure no pedestrian traffic from either the Port Building or the tugs while flying operations are in progress (SHIP);
- d. The Fort Hill Wharf Officer is to be advised by the ship on VHF 10 when the ship goes to flying stations, when the aircraft is inbound and when the aircraft is on deck and shut down (SHIP);
- e. The ship is to man and monitor VHF 10 throughout flying operations (SHIP);
- f. Port Services Darwin is to advise Fire and Emergency Services (Police, Fire & Ambulance) of the flying programme and request a fire engine be available on standby, RAAF Base Darwin will also be advised (PORT SERVICES);
- g. The ship is to be closed up at flying stations, including the full fire party (SHIP);
- h. The aircraft is to have air traffic control clearance, is to approach the flight deck over the water and is not transit across the wharf (SHIP);
- i. The ship is to conduct a Foreign Object Damage (FOD) walk of the wharf prior to flying operations to ensure that there are no loose items on the wharf that could be "sucked up" (actually blown away) by rotor down wash (SHIP);
- j. The ship is to launch and man a ships RHIB to keep small craft away from the flight deck area during the aircraft approach and landing of the aircraft (SHIP); and
- k. The Darwin Port Manager will inform Government House of the times for flying operations (DARWIN PORT MANAGER).

1003 Darwin Harbour

1003.1 Ships requiring to conduct flying operations at anchor or underway in Darwin Harbour are to contact the NHM-D who will liaise with the Harbour Master Port of Darwin.

1004 Wickham Point

1004.1 Wickham Point is the location for the LNG terminal for Darwin Harbour and the LNG wharf. LNG Tankers currently load in the port of Darwin approximately every 4 days. Aircraft are not to approach within 1000 yards of either an inward or outward bound LNG tanker.

PART ELEVEN

MAINTENANCE

1101 Syncrolift and Hard Standing for slipped ships

1101.1 *Coonawarra* provides a facility operated and managed through OIC FSU-D, for the hard standing of vessels slipped. Access to the hard stands is via a syncrolift, capable of lifting vessels up to 725 tonnes displacement, 60m in length and 10m in beam. The outer areas are predominantly used for the maintenance of craft, and in addition serve as a tie down area in the event of a cyclone. FSU-D holds three cradles for ACPB's two for LCH's and tow for LCM8s.

1101.2 The hard stands and shed are managed by FSU-D and are a hard hat area.

1102 Coonawarra – Engineering Responsibilities of Ships Alongside

1102.1 Ships alongside are to ensure the cleanliness of adjacent wharf areas, safe operating procedures for equipment, pollution control requirements and cleanliness of *Coonawarra* laundries.

1102.2 Commanding Officers are to ensure:

- a. Compliance with the Darwin Handbook for Ships,
- b. Occupational health and safety principles are implemented in using equipment and machinery,
- c. Connection and disconnection of ship/shore services is carried out by appropriately qualified personnel,
- d. Wharf areas remain clean and tidy, that garbage is placed in bins provided and that all stores are returned prior to their vessel's departure,
- e. Shore supply cables and hoses are maintained in good order and condition, and
- f. Maintenance requirements for wharf areas and services or equipment are raised with Port Services who will log with the appropriate Help Desk where DS-C/W has responsibility.

1103 Cable and Hoses

1103.1 FSU-D and Port Services maintain ship to shore flexible hoses and cables for the provision to ships. Ships are to ensure proper care of connected hoses and cables by:

- a. Providing protection from chafing and undue wear and damage at ship's side entry points using suitable material protection to deflect, and
- b. Using suitable material protect to deflect accidental damage whenever cables and hoses are laid in a thoroughfare.

1104 Activation of Services

1104.1 The Fleet Support Unit (FSU) will activate and de-activate shore power services. Activation of shore power is to be in accordance with Fleet instructions. Electrical cables are not to be left on the wharf and must be returned to FSU.

1105 Engineering Services

1105.1 Engineering Services reticulated to *Coonawarra* Wharf cope points are defined as:

- a. Fresh water (ship connects),
- b. Salt water (ship connects),
- c. Compressed air,
- d. Bunker and defuel. (DFI),
- e. Sewerage discharge (Port Services provide),
- f. Oily bilge discharge (Port Services provide),
- g. Shore power (FSU-D connects), and
- h. Telephone lines (ship connects).

1106 Embarkation of Fuel

1106.1 Instructions governing the embarkation of fuel are laid down in [Defence Fuels Manual](#). This manual is to be strictly adhered to by ships receiving fuel from the *Coonawarra* reticulated service. The *Coonawarra* Naval Fuel Installation coordinates fuelling operations on UHF Channel 10.

1107 IFF Transmissions

1107.1 Transmissions on IFF are forbidden within the port confines. *Coonawarra* and the commercial CBD wharves are approximately 3 nm from Darwin International Airport. IFF can interfere with Instrument Landing Systems and provides confusing contacts on Air Traffic Control radars.

PART TWELVE

AMMUNITIONING - EMBARKATION AND DISEMBARKATION

1201 Ammunitioning/De-ammunitioning

1201.1 Ammunitioning/de-ammunitioning is only be conducted after prior consultation with EO Depot Darwin, Joint Logistics Unit - North Explosive Ordnance Services (JLU-N EOS) and the NHM-D. Signal addresses EO DEPOT DARWIN, JLU-N EOS and HMAS COONAWARRA is to be included in all signals concerning ammunitioning activities in Darwin Harbour or *Coonawarra*.

1201.2 Instructions for the disembarkation and embarkation of ammunition are contained in the [ABR 862](#) (Revision 3 Change 1 as at Jun 2010), RAN Explosives Ordnance Safety Manual. In addition, an Ammunitioning Information Package for MWV's in Darwin Harbour is available from the JLU-N EOS Navy representative. The EO User Guide to ADF Ships & Establishments for demanding or returning of Explosive Ordnance is available electronically: [EO User Guide V7 May 2011.pdf](#). The instructions are to be strictly adhered to.

1201.3 Navigation outfits and limited quantities of small arms ammunition are permitted to be transferred at *Coonawarra* and Fort Hill wharves. Transfers (including 25mm TPT may take place alongside the Fremantle Wharf only, including outboard berths, subject to the following restrictions:

Approval for ammunitioning/incompatible ops is sought by signal, noting timeframes at article 810 of Darwin Handbook for Ships, and approved by signal and inclusion in the daily activities schedule;

No other incompatible operations taking place on the Fremantle Wharf. Ships are advised that transfers commencing at 0640 are most convenient and expeditious for all stakeholders;

For transfers of Navigation outfits and small arms ammunition a 25m exclusion zone is to be set up around the activity and positively controlled by the ship undertaking the transfer. All transfer activities are to cease if non-essential / non-authorised personnel or vehicles breach the exclusion zone;

For transfers including 25mm TPT (max of 17 boxes or 510 rounds 25mm TPT) a 60m exclusion zone is to be set up around the activity and positively controlled by the ship undertaking the transfer. All non-essential personnel within the exclusion zone are to be below decks or in a resistant structure. For operations at F1 or F2 this will require the Ship concerned to provide a sentry to man the gate at the entry to Fremantle Wharf to prevent any personnel gaining access to the wharf. For operations at F3, two sentries will be required to man provided barricades near the Port Services Carpark and the Bosun's Store. All transfer activities are to cease if non-essential / non-authorised personnel or vehicles breach the exclusion zone;

- a. Fire fighting equipment is to be manned and ready for use;
- b. Only one EO transfer activity is to be conducted at any given time;
- c. No other dangerous goods are to be located within 25 metres of the transfer area;
- d. Port Services Office is to be manned (Duty PSM) to control the water side of the Exclusion Zone; and
- e. The Ship concerned, the Sentries and the Port Services Office are to establish and maintain communications on UHF Ch2 throughout the transfer.



Australian Government
Department of Defence

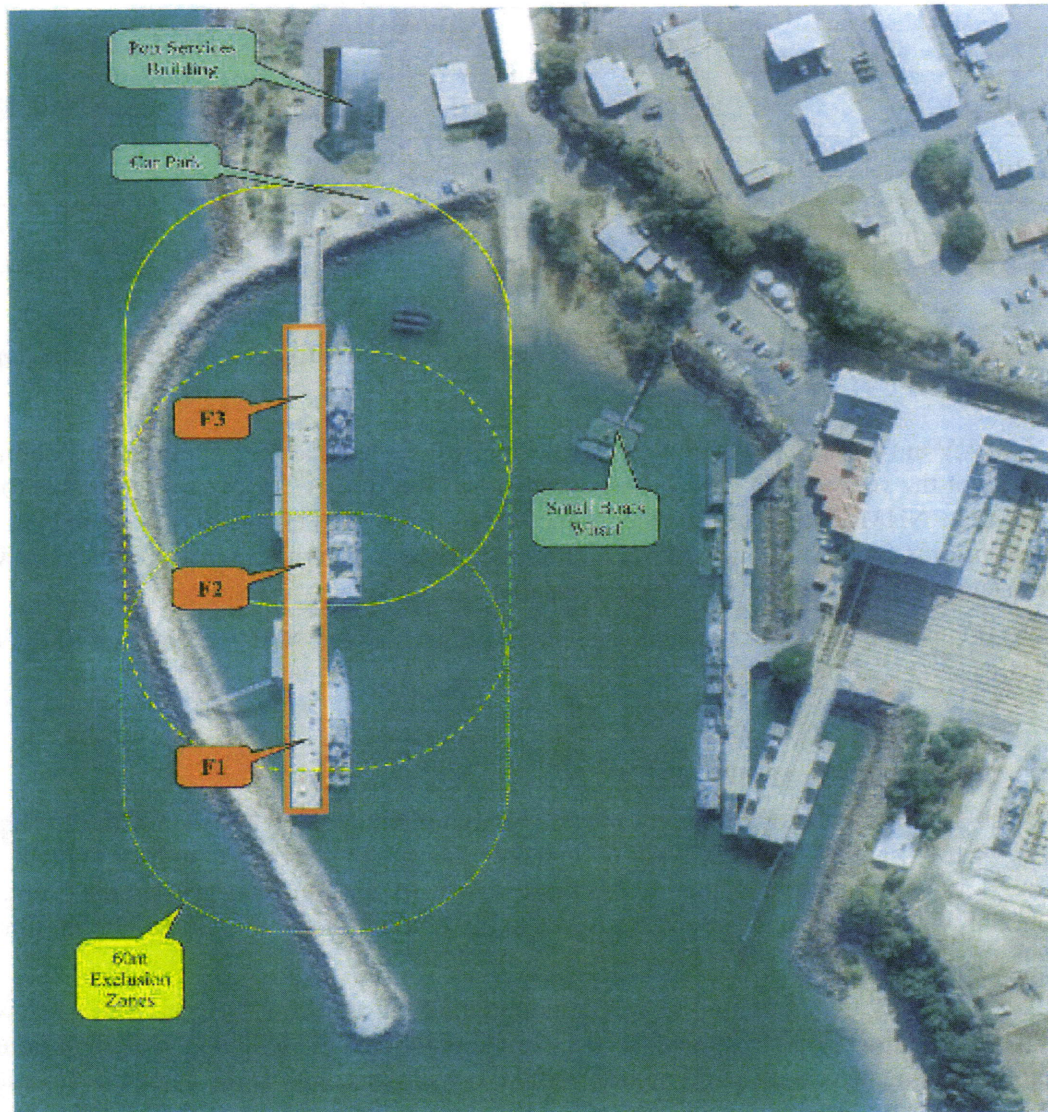
Explosives Limit Licence Small Quantity Facility (SQF)

Annex A

Base:
HMAS Coonawarra

Facility Name:
Fremantle Wharf

Annex A to ELL:
COO-203



Authorisation					
Signature:	ORIGINAL SIGNED	Appointment:	Licensing Authority (LA)	Telephone:	(02) 4726 0011
		Name:	S. Gibbons	Date:	23 May 11
				Exp:	

1201.4 Transfers of greater than 49.9 NEQ of 25mm TPT, of any 25mm HE and any other larger ammunition can only be conducted in vicinity of Talc Head or at another appropriate ammunition anchorage as detailed in Darwin Handbook for Ships.

1201.5 Embarkation/Disembarkation of other ammunition stores are made by arrangements through the EO Depot Darwin for information JLU-N EOS and HMAS COONAWARRA. There are six licensed ammunition transfer points in Darwin Harbour. The transfer points are designated as follows:

Name	Location	NEQ HD 1.1 Limit
Talc Head B5	12.27.6 S - 130.47.2 E	250800 Kg (See Note 1)
Sub Buoy	12.27.998 S - 130.47.631 E	10000 Kg
Charlie 1 Anchorage	12 28.42 S - 130 48.72 E.	500 Kg

Note 1: Can be increased to 677,710 kg NEQ HD 1.1 subject to certain conditions

1201.6 MWV ammunitioning evolutions are normally conducted at the ammunition anchorage at Talc Head or the yellow class 2 Naval Mooring Buoy (Sub Buoy). This buoy is available to all naval vessels. NHM-D must be informed if the buoy is to be used to ensure light fitting is removed prior to ammunitioning. MWV ammunitioning is to be conducted at Middle Arm when the sea state is unfavourable for more open waters.

1201.7 MFU ammunition transfers can take place at Emery Point, Middle Arm, Sub Buoy, Middle Arm (USN) and Charlie 1.

1202 Ammunitioning Arrangements

1202.1 All arrangements for ammunitioning/de-ammunitioning are to be made with EO Depot Darwin, NHM-D and JLU-N EOS. All normal activities are to be advised no later than 28 working days with final arrangements completed within 14 working days prior to the event. Any operational type requirements are to be advised in the first instance to provide optimum time for delivery of service.

1202.2 When ships are ammunitioning or de-ammunitioning at anchor NHM-D will liaise with DMS to provide the DMS landing barge or a commercial barge to facilitate the ammunitioning or de-ammunitioning of vessels. Additionally, NHM-D will liaise with DMS when the Stores Crane Lighter (CSL) is required for such activities. All *Coonawarra* home ported HMA Ships are to provide EO Depot Darwin and NHM-D with a 6 monthly forecast of ammunitioning/de-ammunitioning that require the use of a LCM8, the DMS barge or an appropriate civilian barge.

PART THIRTEEN

HEALTH SERVICES

1301 Medical

1301.1 Joint Health Unit Northern Territory (JHU-NT) administers the delivery of ADF Garrison Health Services in the Northern Territory. The facilities include Larrakeyah Health Centre (LARHC) located at Larrakeyah Barracks (serving *Coonawarra*), Robertson Health Centre (ROBHC) located at Robertson Barracks, Darwin Heath Centre (DARHC) located at RAAF Darwin and Tindal Health Centre (TDLHC) located at RAAF Tindal. Joint dental services are provided at ROBHC and DARHC.

1302 Outpatients Service

1302.1 LARHC is the medical facility for *Coonawarra* and provides outpatient medical care to all Darwin-based RAN personnel and to personnel of other ADF Units in Larrakeyah Barracks and city area. The LARHC is located in Larrakeyah Barracks, Darwin. Times are as follows:

- a. The Medical Centre is open Monday to Friday from 0730 to 1600,
- b. Sick Parade is conducted daily from 0730 to 0830 and 1300 to 1330,
- c. Medical Appointments are available from 1000 to 1200 and 1330 to 1600, and
- d. The Medical Centre is closed from 1200 to 1300 for lunch, unless there is an emergency.

The emergency phone number for LARHC is 08 8935 5231.

1302.2 Appointments with Medical Officers can be requested via signal or email to the POMED or *Coonawarra* Medical and Dental. The ship's medic is requested to accompany members to appointments to enable appropriate follow-up and communication. If a ship's medic is unavailable to accompany the member, the POMED is to be contacted.

1303 Duty Medical Sailor

1303.1 LARHC has a Duty Medical Sailor on call afterhours. This role is not clinical, but is used to provide medical administration and logistical support for Navy members after hours. The Duty Medical Sailor is available on 0438 699 074. For any after hours admissions to hospital, the Duty Medical Sailor must be informed so appropriate paperwork can be generated.

1304 Medical Emergencies

1304.1 An Ambulance is to be called on 000 for all medical emergencies. LARHC will provide support if available until an Ambulance arrives. RBMC should be contacted on 1800 IMSICK (1800 467425) followed by a **NOTICAS Signal as per reference B** ensuring HQNORCOM and HMAS COONAWARRA are information addressees.

1305 Inpatient Services

1305.1 The ADF inpatient facility is in Manunda Ward, which is located in the RBMC. For any member requiring admission to Manunda Ward, LARHC will co-ordinate transport and admission detail. The Ward can be contacted on 08 8935 3887.

1306 Dental Services

1306.1 *Coonawarra* Dental is now co located with RAAF Dental at 3EHS DET DAR RAAF Base Darwin and can be contacted on 08 8923 5456. Manunda Ward, RBMC is to be contacted for emergency after-hour's dental care. Due to the High Op Temp in Darwin, Dental services request that only Members in pain or those requiring emergency dental treatment are booked Dental Appointments. RAAF Dental doesn't have the capacity to see personnel for Annual Dental Exams from visiting units. They will however see people who are in pain or need treatment.

1307 Pharmacy

1307.1 LARHC has a pharmacy, which is open Monday to Friday from 0730 to 1200 and 1300 to 1600. Limited imprest service is available when the pharmacy is closed. If a pharmacist is unavailable, arrangements may be made to have prescriptions dispensed in RAAF Base Darwin or RBMC. Opening hours for these medical centres are the same as for LARHC. Pharmacy has limited stock available and will only be able to supplement the ships' MAL in an emergency.

1308 Specialists

1308.1 LARHC will book specialist appointments if requested. Please note that some specialty services are not available in Darwin or have a significant waiting time, bookings need to be made in advance. Some specialists require a copy of the referral faxed over prior to the appointment. A comprehensive list of specialists can be provided on request, for further information contact Specialist Clerk on 08 8935 5233.

1309 Telephone Numbers – Medical

Duty SMO/SNO Duty Medical Sailor (For Darwin area medical coordination, NOT for medical care)	0438 177 000 0438 699 074
Larrakeyah Health Centre: Front desk POMED After hours Duty Medic	08 8935 5233 08 8935 5232 / 55236 08 8935 5412 0438 699 074
Robertson Barracks Medical Centre: Manunda Ward Ward-master	08 8935 3887 08 8935 3887 (24-hour medical POC) 08 8935 3881
321 HSF, RAAF Darwin: Front Office Pharmacy	 08 8933 5447 08 8933 5450
Royal Darwin Hospital: Switchboard Emergency Access line	 08 8922 8888 08 8922 7900
Darwin Private Hospital: Switchboard	 08 8920 6011
NT Imaging	08 8923 3999
Western Diagnostic Laboratories	08 8945 2377

1310 Signal Addresses

UNIT	PLA
Larrakeyah Health Centre	LARRAKEYAH HEALTH CENTRE
321 Health Services Flight RAAF Darwin	321 HSF
Robertson Barracks Medical Centre	ROBERTSON BARRACKS MEDICAL CENTRE
Headquarters Northern Command	HQNORCOM

PART FOURTEEN

SAFETY IN HMAS COONAWARRA

1401 Safety Issues

1401.1 The safe conduct of activities is fundamental to effective and efficient operations. All personnel regardless of rank, position or occupation are to be aware of the safety of everyone within the workplace.

1402 Accident Reports

1402.1 All accidents, regardless of personnel injury, are to be investigated and recorded with positive measures undertaken to prevent recurrence. Attention is drawn to the terms of the Work health and Safety ACT 2011, ABR 6303 Section 5.1, and the procedure laid out in the [HMAS Coonawarra WHS Manual](#) Part 5. Incidents that occur onboard *Coonawarra* are to be reported to the OOD and the *Coonawarra* Command Safety Advisor. A Sentinel Event Report is to be completed as soon as possible. For all incidents that occur onboard ships alongside, the reporting policy lies in accordance with the ship's and CO's Standing Orders.

1402.2 All ships are to maintain a good neighbour policy and have regard to work that produces noise that could be heard in residential or tourist areas adjacent to berths. This policy is to apply whenever ships are berthed at commercial wharves, at *Coonawarra* or at anchor. By far the most common complaint is loud music on the upper decks over the weekend period. A balance must be struck giving due consideration to the welfare and comfort of the ships' company.

1402.3 This policy prohibits:

- a. Noisy industrial work outside normal working hours, and
- b. Radios on high volume.

1402.4 The policy also necessitates that:

- a. Normal machinery noises (ventilation fans, generators etc) should be kept to a minimum,
- b. Machinery that is not required should be switched off, and
- c. Noise-producing machinery that must be run should be configured to reduce noise to a minimum.

1402.5 Commanding Officers are to ensure that out of working hours:

- a. Machinery is operated at a minimum level necessary to maintain systems and habitability,
- b. Operation of noisy equipment such as cherry pickers and portable water blasting equipment is minimised, and
- c. Control of personal radio/disc players on upper decks is commensurate with the policy.

1402.6 Ships' Engineering Officers and Officers of the Day are to ensure that:

- a. Routine daily work complies with the policy, and
- b. A clear operational need exists for contractors or ships creating noise outside working hours.

1402.7 Ships receiving noise complaints from local residents should:

- a. Take details of the complaint and complainant, and
- b. Pass the details to the *Coonawarra* OOD on telephone 08 8935 5425.

The *Coonawarra* OOD will advise the Manager Base Services DS-C/W of the complaint.

1403 Parking on *Coonawarra* Wharves

1403.1 The Port Service Wharf Manager is responsible to the NHM-D for the safety of personnel and equipment on the wharfs, the wharf Manager has the authority to stop any activity or direct any vehicle to leave the wharf. The wharves at *Coonawarra* have limited available space and vehicles parked on the wharves restrict access for emergency vehicles and service providers. All personnel should be aware that Wharf Areas are classified as an Industrial Sites.

1403.2 Private Motor Vehicles (PMVs) are **prohibited** from entering wharf areas during the hours of 0700-1700 on weekdays. Outside of these hours, PMVs are authorised to proceed onto the wharf for the purposes of embarking and disembarking steaming kits. PMVs are restricted to a **maximum** of 10 minutes on the wharf and **must** park in designated parking bays. If due to an exceptional circumstance vehicle access is required on the wharf during the restricted period, permission **must** be obtained from the DPSM prior to proceeding onto the wharf (normal routine will be to use the Port Services utility and all bags be loaded for a single trip, limiting time and vehicles on the wharf). Any vehicles found illegally entering the wharves will be banned from *Coonawarra* in accordance with HMAS *Coonawarra* Ship's Standing Orders.

1403.3 During working hours drivers of contractor or services vehicles are to ensure that they park within the designated car parks. Failure to comply will result in Naval Police Coxswain action.

1403.4 Emergency vehicles (fire and ambulance) have immediate right of access at all times and that access is not to be obstructed.

1403.5 Where access to wharves for crane or other large vehicles is required managers are to make prior arrangement with Port Services and safety arrangement will be made. Where necessary the wharf access gate will be closed and manned by Port Services during working hours or ship's personnel after hours. Crane Operations are classified as an Incompatible Operation due to their potential impact on wharf operations; see Crane Operations for further information.

1404 Parking of PMVs at *Coonawarra*

1404.1 There are a number of car parks located on *Coonawarra*;

- a. Junior Sailors parking is available in Larrakeyah Barracks adjacent to the NORFORCE Q Store above *Coonawarra*,
- b. Officers and Senior Sailors parking is available above Naval Stores, parking area is signed off the main road of *Coonawarra*,
- c. The lower base car park located at the entrance of the Main Administration Building is allocated parking for the CO, XO, OIC FSU and the Chaplain,
- d. The car park located adjacent to Outpipes has allocated parking for Heads Of Departments, CO's of ships berthed at Attack Wharf, Service Vehicles, the PBSPO and Visitors,
- e. Parking for contractor vehicles and CO's of ships berthed on Fremantle Wharf is available along the waterfront between the Armoury and the wharf ,

- f. Allocated parking and limited visitor parking is available at the Rennie Catton Facility, and
- g. There is additional parking at the Arrow Bar Carpark.

1405 Maintenance

1405.1 *Coonawarra* equipment is to be maintained in the highest state of operational safety. Safety of personnel is to be afforded the highest priority. All defects are to be reported to the appropriate authorities as soon as possible,

1406 Protective Clothing

1406.1 Stocks of protective clothing including safety helmets, ear defenders, eye protectors, HI-VIS vests and gloves are available from FLSE-D and FSU-D as appropriate,

- a. Hard Hats are to be worn at all times around Vessels on the Hard Stand, and
- b. When a Vessel or Vessels are on Hard Stand within the Shed, this area automatically becomes a mandatory Hard Hat Zone.

1407 Cranes and Forklift trucks -are organised through Port Services.

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INTENTION TO CONDUCT INCOMPATIBLE OPERATIONS

IMMEDIATE/PRIORITY

FROM: HMAS NONSUCH

TO: HMAS COONAWARRA

INFO: FSU DARWIN

SHIPS ALONGSIDE

UNCLASSIFIED

SIC: LOM (FOR DIVING OPS) / LAN / LAM

SUBJ: INTEND INCOMPATIBLE OPERATIONS

1. INTEND TRANSMITTING INDIA BAND 975 RADAR AT FORT HILL WHARF (EAST) BETWEEN
DATE TIME AND DATE TIME
2. REQUEST PSM DARWIN LIAISE WITH DPC FOR CLEARANCE (*IF BERTHED AT FORT HILL
WHARF*)

NOTES:

1. The commercial port is 3 nautical miles from Darwin International Airport and close to the flight path for aircraft landing / taking off
2. NHM-D will liaise with Darwin International Airport air traffic control before ships are granted approval to transmit on IFF.
3. Fire Control radars are only to be transmitted in bird bath mode
4. Visiting foreign warships are to abide by the clearances and approvals given in their DIPCLEAR signal

ANNEX B
MAP OF DARWIN CITY
DARWIN HANDBOOK FOR SHIPS
2015



ANNEX C
HMAS COONAWARRA BASIN
DARWIN HANDBOOK FOR SHIPS
2015



